

CONFUSED ABOUT CEVS? READ OUR BUYER'S GUIDE **PG28**

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*NIELSEN MEDIA INDEX 2014



NEW LOOK!

DRIVES

- LAMBORGHINI AVENTADOR LP750-4 SUPERVELOCE
- MINI JOHN COOPER WORKS 6MT
- TOYOTA ALPHARD
- BMW S1000XR

**FERRARI SOUTH EAST
ASIA GRAND TOUR
PG90**



911 GT3 RS LIGHTER, FASTER AND BADDER

**SG50
PICTORIAL
SPECIAL**

CLASSIC COUPE MEETS
FUTURISTIC HATCH IN
THE LION CITY
PG81

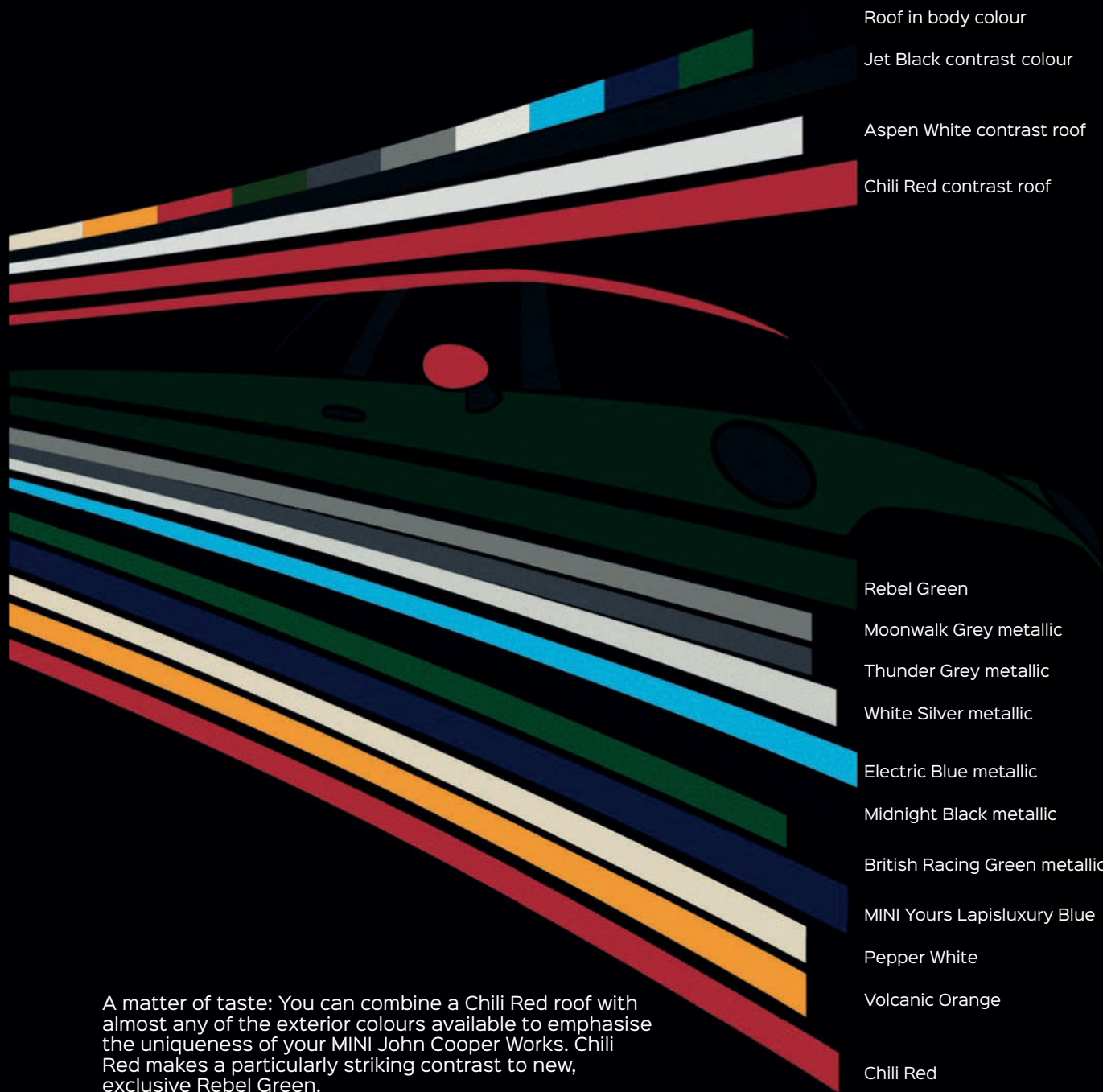
GROUP TESTS

- ➔ BMW 220i CONVERTIBLE **vs** AUDI A3 CABRIOLET
- ➔ NISSAN ALMERA **vs** MITSUBISHI ATTRAGE **vs** HYUNDAI ACCENT
- ➔ LEXUS RC F **vs** BMW M4



PLUS





Roof in body colour

Jet Black contrast colour

Aspen White contrast roof

Chili Red contrast roof

Rebel Green

Moonwalk Grey metallic

Thunder Grey metallic

White Silver metallic

Electric Blue metallic

Midnight Black metallic

British Racing Green metallic

MINI Yours Lapisluxury Blue

Pepper White

Volcanic Orange

Chili Red

A matter of taste: You can combine a Chili Red roof with almost any of the exterior colours available to emphasise the uniqueness of your MINI John Cooper Works. Chili Red makes a particularly striking contrast to new, exclusive Rebel Green.

Configure your very own
MINI John Cooper Works at

<http://MINI.com.sg/configurator/>

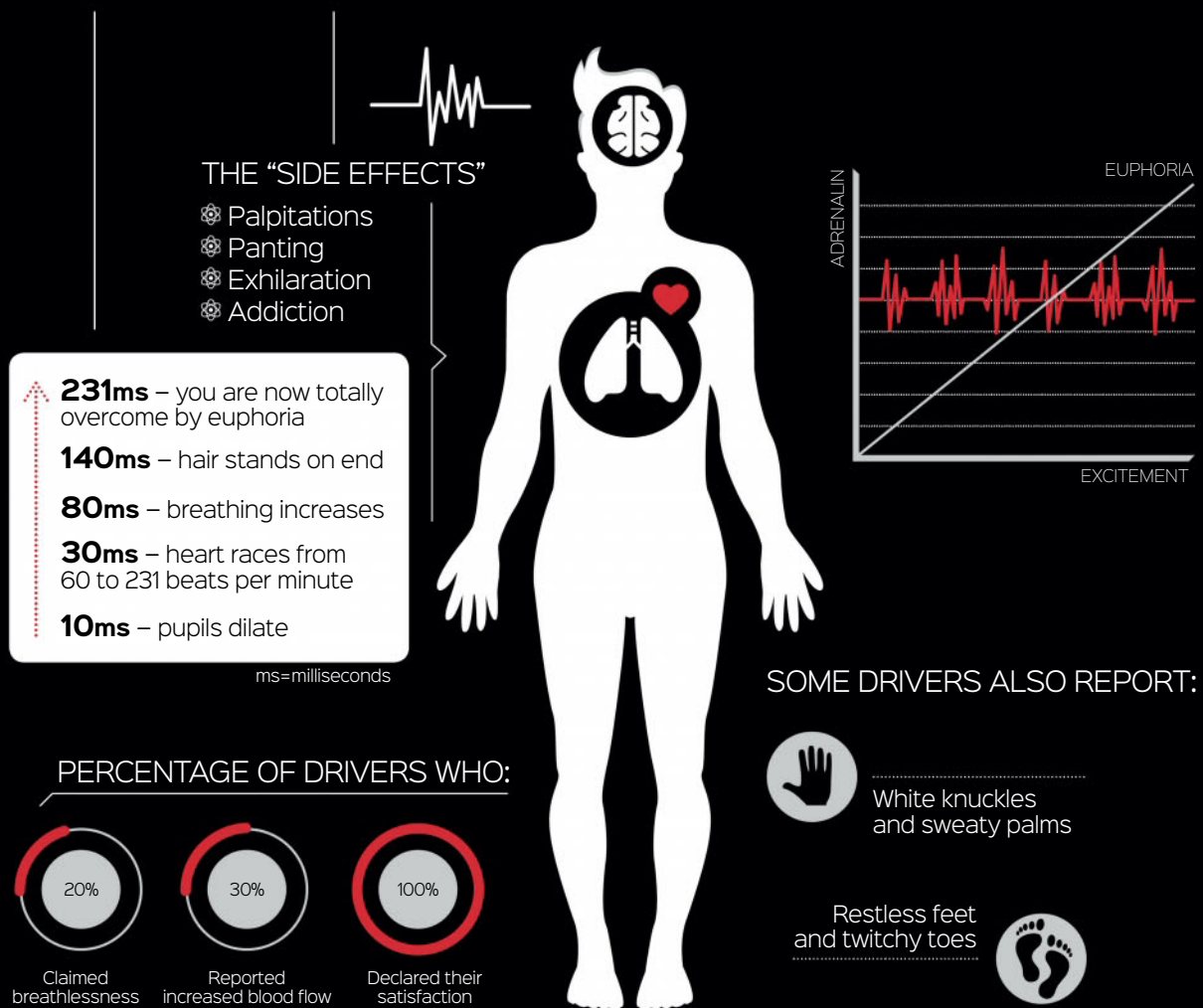
How does the new **MINI John Cooper Works** affect drivers?

The new MINI John Cooper Works is unlike any MINI you've driven. It's the most powerful MINI ever built and the most agile pocket rocket you've ever driven. It's louder, wilder and naughtier than before.

The new MINI John Cooper Works does more than excite. It makes your pulse race and hair stand on end. The performance it delivers is wickedly addictive. Once you've driven this spicy hatchback, you'll want to experience it again.



What happens when you drive the new MINI John Cooper Works:





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GROUP TEST

BMW 220i
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DRIVE

LAMBORGHINI AVENTADOR
LP750-4 SUPERVELOCE



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There are surprises that are worth the wait.



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Das Auto.



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EDITORQUE

25 HOURS

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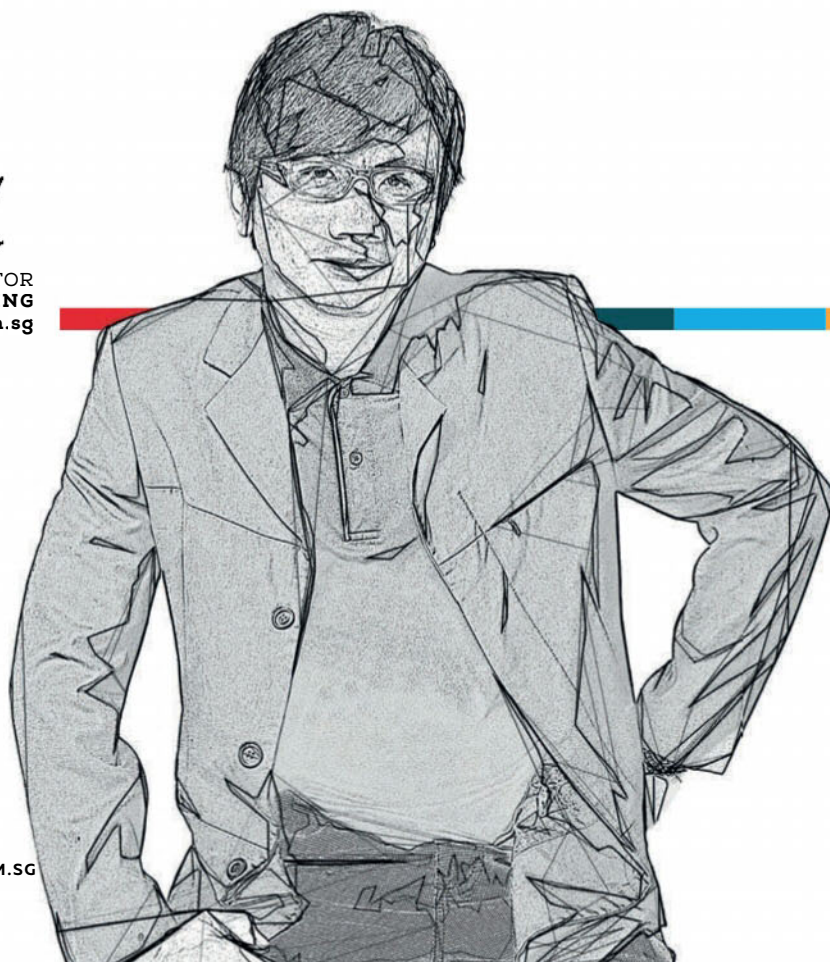
Time's fun when you're having flies (according to Kermit the Frog).

For the participating teams in our unprecedented 25-hour *Torque On The Move* (sign up at www.torque.com.sg/25totm), time will fly and it'll be fun. The special edition of Singapore's favourite automotive telematch marks the 25th anniversary of *Torque* in 2015.

This homegrown magazine title happens to be half the age of the independent nation that's the home in question.

Happy SG50 to Singapore and Singaporeans! May we achieve happiness, prosperity and progress together on the long and winding road, with five stars and a crescent moon shining brightly overhead.

David
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BOOSTING TORQUE



CHRISTOPHER TAN

Don't fret, says our consulting editor, you can still choose from many new cars unaffected by the revised CEVS (pg 28).



DR ANDRE LAM

Our supercar expert tested the Porsche 911 GT3 RS (pg 70) and the Lamborghini Aventador LP750-4 Superveloce (pg 60).



KEVIN CHIN

He interviewed Ferrari's vice-chairman, Piero Ferrari (pg 24), and drove a California T on the Ferrari South East Asia Grand Tour (pg 90).



SHREEJIT CHANGAROTH

Our mechanical engineer explains how auto stop-start squeezes a little more fuel economy out of your car's engine (pg 94).



EDRIC PAN

Our car-crazy legal eagle has been feeling prosperous lately, because he's now officially a Mercedes-Benz S-Class owner (pg 32).



LYNN TAN

She believes that for young people, technology is their best friend, but for older people, it can be their worst enemy (pg 34).

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joy this

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YOUR LOYAL READER



PATRICK PHUA ☺ Hi, *Torque* team. Having been your loyal reader since 2007, from the days of sexy ladies on your front covers to the sexy machines today, I'm glad that you've continuously sought improvements in delivering quality automotive content to your readers.

I also noticed more interactive engagements with your readers via Facebook, where the articles and quizzes posted by *Torque* always keep me entertained on the go.

But the frequency of Breakfast With *Torque* events has declined since August 2014, if I'm not wrong. Hence, I really look forward to more makan events by your team, like last June's Supper With *Torque* & MINI.

Torque Thank you for your loyalty, honesty and support, Patrick. Our biggest event this year is the 25-hour *Torque* On The Move, which marks the 25th anniversary of this title. Sign up on pg 26 and we'll see you on Aug 29!



CAREER ENQUIRY

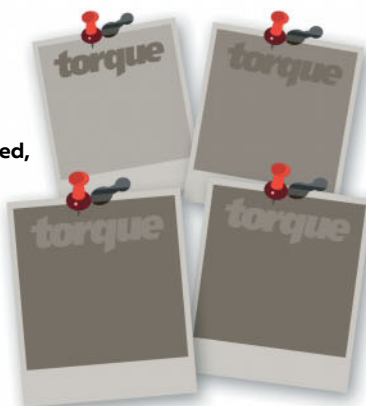
AMANDA TOCK ➔ Hi, there! May I enquire if there's a full-time job position at *Torque* as an automotive journalist?

Torque Thanks for your enquiry and resume, Amanda. Currently, there's no editorial job opening in *Torque*, but we're on the lookout for another female columnist to share her views on motoring in Singapore, like what our Lynn Tan has been doing (pg 34).

COMMENT ON REVAMP

C.W. WONG ➔ I'd just like to say: I love the picture-rich layout that *Torque* has adopted, along with the content, which is great as always! May your mag grow from strength to strength!

Torque Thanks for your positive comment. This magazine shall continue to stay strong and focused!



"REAL" BARGAIN

DENNIS GAY ➔ Considering a real car would cost \$120,000, the \$1200 Broom F8 for kids up to eight years old is a bargain!

Torque Do turn to pg 125, where our Buy section has a "dollars and sense" sidebar on bang-for-the-buck new cars with the highest horsepower per Singapore dollar.



➔ Get Published!



WRITER OF THE BEST POST/MAIL THIS MONTH WINS A SOLEUS CHICKED WATCH WORTH \$89!

This timepiece for the "aerobic chick" comes in pretty colours and has sporty features such as 30-lap memory, five interval timers, two alarms and water resistance to 100m. Visit www.crystaltime.com.sg for more product information.

HOW I "FUEL"

KHONG SHAOHAO ➔ Your website article [Do You Really Need High-Octane Fuel?] is based on one person's politically correct statement. Modern ECUs can retard the ignition timing for anti-knock, and they can also advance the ignition timing to take advantage of higher-octane fuel, which can translate to better throttle response and improved torque through the rev range. The article should also explore \$ per kilometre, rather than just \$ per litre. There are some arguments that 98 RON might get you more mileage than 92 RON.

Torque Thanks for sharing how you "fuel" about that story on our website, fellow motorist.



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Where we interact with our readers, post automotive tidbits and run our popular "Guess The Car!" and "Caption The Photo!" contests.

* POSTS HAVE BEEN EDITED FOR BREVITY AND CLARITY.

When BMW introduced the i3, it marked a revolutionary change in the automotive world. Its bold new approach to modern mobility previewed solutions that would, in time to come, redefine our view of the world of motoring as we know it. But human nature is such that any major change is often treated with caution, and a proposed solution has to be demonstrated as clearly better than existing options in order to be viewed as viable. In the case of the i3, it has already bested some of the traditional class leaders in the automotive world in several areas.



A NEW

THE BMW i3 HERALDS
A WHOLE NEW ERA OF
MOTORING, AND BEATS THE TRADITIONAL CAPTAINS
OF THE AUTOMOTIVE WORLD AT THEIR OWN GAME.

LEADER

AHEAD OF THE COMPETITION



CARBON FIBRE CLUB

The i3 is a member of a highly exclusive club that consists mostly of high end supercars, thanks to its extensive use of advanced Carbon Fibre Reinforced Plastic (CFRP) in its construction. CFRP is a very light yet strong material (five times stronger than steel yet 50 per cent lighter) that reduces the overall weight of the vehicle, thereby contributing towards improving its efficiency.

Advanced CFRP parts are more often seen in the construction of premium exotic cars from Italy and Great Britain. So this puts the i3 very much in sacred territory, as it should be, given its groundbreaking technological advancements, which make it a clear leader in a brave new world.



QUICK TO THE POINT

In the city, acceleration matters more than outright power and speed. And in this area, the i3 proves to be a true class leader as well. Running on electric power means that it has all of its torque a handy 250Nm available instantaneously, giving the car near immediate acceleration with barely any lag or delay.

The i3 takes an astonishingly quick 3.9 seconds to go from standstill to 60km/h. For this, you'll need to go into real sports car territory to find figures similar to what this vehicle can achieve. (A

German two-seater convertible takes 3.2 seconds to accomplish the same 0-60km/h sprint.)



ENVIRONMENTALLY FRIENDLY

An electric car emits no emissions, since it has no combustion engine. In pure electric mode, the i3 emits 0g/km of carbon dioxide – a feat few cars claim to achieve.

In contrast, even a comparatively clean and fuel-efficient model like a Japanese compact hybrid hatchback emits 90g/km of CO2 from its exhaust, due to its hybrid system that still incorporates an internal combustion engine, the main source of the car's CO2 emissions.



STRETCHING YOUR DOLLAR

The i3 runs primarily on electric power, and electricity as a whole is generally lower in costs compared to traditional fuels. In Singapore, electricity is charged at a rate of \$0.2087 per kWh. An i3 requires around 18kWh for a full charge, which therefore translates into \$3.75 per "top-up". With a usable range of 150km when full, this means an average of \$0.025 per kilometre. At a mileage of 20,000km per year, one's annual running cost with the car works out to a mere \$500.

Comparatively, a similar-sized European hatchback incurs an annual running cost of about \$2,300, assuming an average fuel consumption figure of 20km per litre, a fuel tank capacity of 50 litres, and a pump price of \$2.30 per litre. Therefore, the i3 works out to be 4.6 times cheaper to run than a traditional hatchback.

Strength is the calling card of the BMW i3, evident from its lack of the need for B-pillars.





FOUR-RINGED JUNIOR EXEC



■ Audi has unveiled the new A4, its latest contender in the junior executive segment. The new model is larger than its predecessor, but is up to 120kg lighter and claimed to have the lowest drag coefficient in its class.

The A4's bigger size means the cabin is roomier than ever, with enhanced headroom for front passengers and greater legroom for rear occupants. For added comfort and flexibility, the redesigned front seats now have headrests that are adjustable

for distance to the head.

Nifty options include in-car Wi-Fi and wireless charging for smartphones. The infotainment system offers better smartphone connectivity, with Apple

CarPlay and Android Auto as standard functions.

Audiophiles can also specify a Bang & Olufsen hi-fi system, which supposedly delivers "3-D sound".

Sure to attract yuppies

is the entry-level variant. Powered by a turbocharged 1.4-litre 4-pot producing 150bhp and 250Nm, this model is the first junior executive saloon in Singapore with an engine that's smaller than 1.5 litres (the facelifted BMW 3 Series will have a 1.5-litre variant).

Paired to a 7-speed dual-clutch gearbox, said engine can propel the car from rest to 100km/h in a respectable 8.9 seconds.

The new Audi A4 will come to Singapore in mid-2016.



BETTER CRUZE-R

■ Aimed at younger drivers, the all-new second-generation Chevrolet Cruze has a sleeker design than its predecessor and promises better driving dynamics, too. Key to this car's enhanced driveability is its stiffer body, which utilises more high-strength steel. This also makes it up to 113kg lighter than the older model.

Complementing the body is a new 1.4-litre turbo engine that's capable of 150bhp and 240Nm – an increase of 10bhp and 40Nm over the previous 1.4-litre turbo.

Inside, the car is claimed to have a higher-quality cabin that's roomier compared to rivals such as the Hyundai Elantra. More soft-touch materials are used this time around, and there's a snazzy new infotainment system with enhanced smartphone connectivity. Safety has also been enhanced, with 10 airbags as standard. The new Cruze will come to Singapore in the second quarter of 2016.



HIP NEW CLUB

■ Fashionable station wagon buyers searching for an equally stylish estate could consider the all-new MINI Clubman, which will arrive here in January 2016. Like its predecessor, the latest Clubman also features a vertically split tailgate, but instead of having three doors for passengers, this automobile utilises a more conventional four-door layout.

The new version is larger than the older model – its overall length has increased by 292mm and its 2670mm wheelbase is 123mm longer than before. Naturally, the Clubman



swallows more luggage, thanks to its 360-litre boot, which expands to 1250 litres with the rear seats folded. These figures are a substantial 100 litres and 320 litres more than what the preceding model offered.

The vehicle is also more upmarket than its predecessor. It's the first MINI to offer comfort access, an electrically adjustable driver's seat with memory function, and puddle lamps that project the brand's logo. And for the first time in a MINI, an 8-speed automatic gearbox is available, but it can only be specified in either the Cooper S or Cooper D Clubman variants.



FUNKY FAMILY MOVER

■ Multi-purpose vehicles are usually seen as boring. But not this one. The second-generation Toyota Sienta not only has a more funky design (supposedly inspired by trekking shoes) than its boxy predecessor, it offers equally stylish paint options, too, such as the Air Yellow hue seen here.

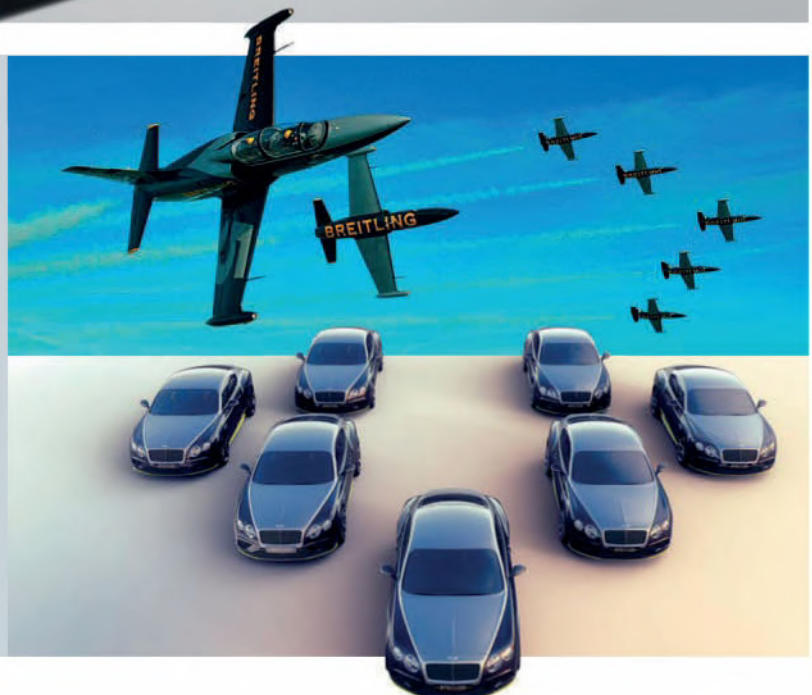
This compact seven-seater MPV also offers plenty of practicality with its numerous storage points, plus the convenience of second-row seats that have one-touch, tumble-forward mechanisms. Compared to the old Sienta, the new one is also more spacious and accessible – there's more legroom now, and the opening width of the powered sliding doors is 50mm wider.

The first-gen Sienta was only available in Singapore through parallel importers, but it was overshadowed by the hugely popular Wish. At press time, official Toyota agent Borneo Motors has no plans to bring in this funky family mover.

"WATCH" THIS SERIES

■ Bentley has launched the Continental GT Speed Breitling Jet Team series, a collection of seven cars painted in the same scheme as the seven Aero L-39 Albatros jets used by the Breitling Jet Team. The colours are Hallmark and Onyx, with matching "Breitling Yellow" highlights.

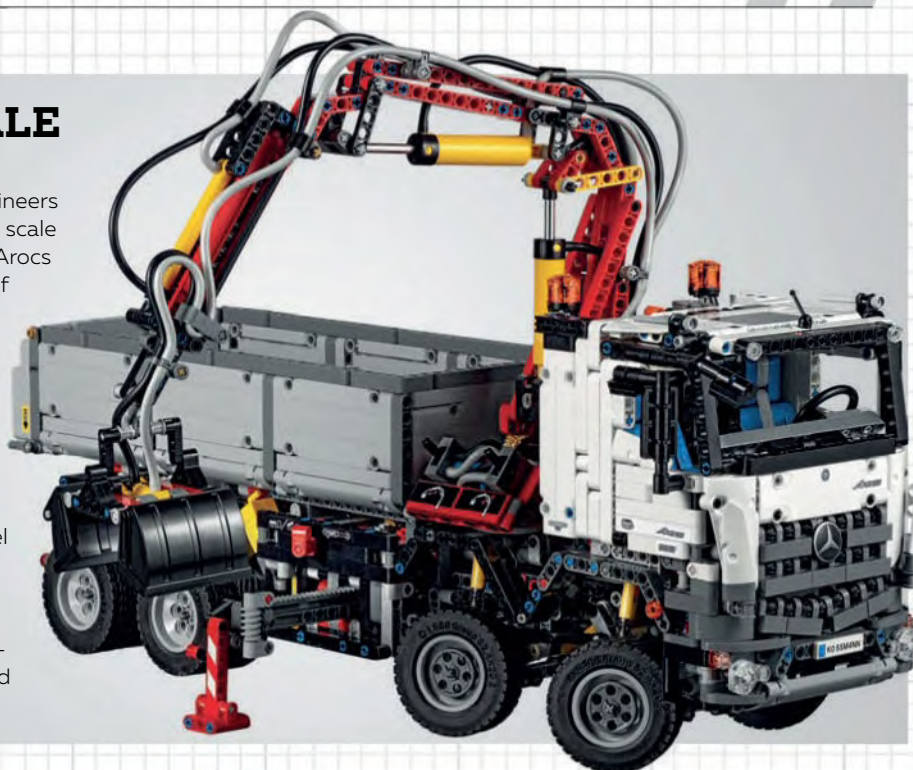
The interiors of the vehicles are also finished in the same colour combination and have individually numbered door tread plates. The dashboard fascia also features the image of the seven planes.



MASSIVE SCALE MODEL

■ Lego fans and budding engineers alike will enjoy assembling this scale model of the Mercedes-Benz Arocs 3245. The kit, which consists of 2793 pieces, includes power functions and pneumatic actuators that let users play with the truck's lifting functions. Mirroring its real-life counterpart, the scale model comes with four-axle suspension, too.

When assembled, this model measures 54cm x 14cm x 31cm. Like other large Lego Technic kits, this one offers buyers a second build option – the Mercedes-Benz Articulated Construction Truck.



"CAN" YOU DIG THIS?



■ Fiat Chrysler Automobiles Canada celebrated Canada Day with a life-size replica Jeep Wrangler built from over 4500 cans of non-perishable food. The project, which took 12 hours

to build, was in partnership with Canstruction, a non-profit organisation dedicated to hunger relief.

The Jeep replica wasn't just for show. After the event, the cans of food, which can provide (no pun intended) at least 3120 meals, were donated to the Greater Vancouver Food Bank Society.

CHILD SAFETY DELUXE

■ Volvo's Excellence Child Safety Seat concept might make the job of securing infants in cars a lot easier if it goes into production. The concept does away with the front passenger seat and replaces it with a swivelling child seat instead. For practicality's sake, the concept also provides storage space underneath for parents to stow baby accoutrements.

The child seat can be turned to face the rear and locked in position. Research has shown that it is safer for children to travel in a rearward facing position until they are three or four years old, as this helps prevent whiplash injuries in a collision.



AUDI SPECIAL

It's a Friday night and the feeling's right... to head to town and cap off a long week of work with some well-deserved relaxation. Just as you've worked hard, it's time to play hard.

First up on that agenda? Checking out that most talked-about dining spot with your date. And the best way to get there is in an Audi A1 Sportback – a car that's as trendy as you are, and perfectly matches your lifestyle.

More than just a means of getting you from point to point, your choice of car is representative of your personality and lifestyle.

We present you five ways the exciting new A1 Sportback complements the bold trendsetter.

BORN

LIKE AN URBAN
TRENDSETTER,
THE NEW AUDI A1 SPORTBACK IS ALWAYS
READY TO GO GET HEAPS OF FUN.

FREE





THE POWER OF FIVE: HERE'S HOW THE AUDI A1 SPORTBACK MIRRORS THE LIFESTYLE OF TRENDSETTERS.

ALWAYS IN CONTROL

Leading the charge and being ahead of the pack means you would always want to be in the know and on top of things. It's what drives you to success. In keeping with such a standard, the A1 Sportback is equipped with electro-mechanical steering that delivers slick, precise handling every time you take the wheel. And to suit specific wants, this automobile's optional drive select even lets you configure it to your desired driving style.

BE DISTINCTIVE

More often than not, it's the details that reveal your personality. In the same way you live life with uncompromising standards, the A1 Sportback has a raft of customisation details to suit your preferences. Case in point, the vehicle's design line: Paint the exterior mirrors, roof spoiler and air-vent sleeves in contrasting colours to show off your flair. Inside, you can also specify soft-touch fine Nappa or sporty Alcantara leather to upholster the touch points.

LOUD AND PROUD

Everyone always has an eye on how fashionable you are. They may not outwardly express their admiration, but they're taking styling cues from you. Show off

another part of your colourful personality with an extended array of 12 hues to dress up your A1 Sportback. From solid Cortina White to metallic Shiraz Red, you'll instantly turn heads.

RIGHT KIND OF VROOM

Heavy work commitments mean you need to accomplish as much as you can in the least amount of time. That's where efficient HIIT exercises that speed up weight loss and boost fitness come in. Similarly, when you're zipping about between gym, office, home and dates with your lady, you'd appreciate the zing and frugality of the A1 Sportback's all-new state-of-the-art 95bhp 1.0-litre engine with S tronic gearbox.

DRESSED TO IMPRESS

As someone who never leaves home without looking your best, you're always leaving others wondering just how you do it. The secret: keeping things simple and knowing what matches your personality. Similarly, Audi's designers sculpted the A1 Sportback to exude greater dynamism and show key elements – like its single-frame grille and progressive pairs of wedge-shaped, low-profile headlights and LED tail-lamps.

You certainly can't get any closer to an ideal companion to keep pace with your lifestyle. Make your mark with the Audi A1 Sportback.

Call 6838 2223 or visit the Audi Centre Singapore to test-drive the new Audi A1 Sportback.

"SG50"

STORY **DAVID TING**

MOTOR TRADERS

SINGAPOREANS BORN IN THE 1960S



SINGAPORE has come a long way since 1965. So has the nation's motor trade, which has been supplying the cars to keep motorists on the move in the Lion City for the past 50 years.

Back in the 1960s, there were car showrooms in Orchard Road, selling brands such as Volkswagen, Rover, Land Rover, Toyota and Fiat. Two of the showrooms were located

where today's Lucky Plaza and Wisma Atria stand, while the anchor tenant at Liat Towers was a spacious Mercedes-Benz dealership. There was even a company called Orchard Motors (under Inchcape), which represented Vauxhall cars.

In the present day, Orchard Road is the pure shopping belt it's meant to be, while Singapore's motor trade zones are parked in Leng Kee and Ubi.

In the spirit of SG50, we asked three Singaporean motor traders born in the 1960s to share some of their motoring memories and wishes. 🚗





**RAMESH
DIVYANATHAN** – 1967
DIRECTOR, SALES
CHANNEL DEVELOPMENT
BMW ASIA

"I miss the old winding roads without speed bumps and regulating strips. Old Upper Thomson Road used to be a great place to test your car's handling – within the speed limit, of course. Having lived in Jakarta for five years, I can safely say that we should really cherish our transport system – roads, buses, MRT and traffic management.

My wish is for Singapore to have an emission-free zone within its inner city – the CBD and Orchard Road, for example. To achieve this, it'll require the widespread adoption of electric vehicles. Zero tailpipe emissions would also mean that roads can be built underground and more trees can be planted on the surface."

SG
50



ALVYN ANG – 1969
DIRECTOR OF
OPERATIONS
CYCLE & CARRIAGE – KIA,
CITROEN, MITSUBISHI

"I miss compact kei cars such as the Pajero Mini and Toppo Town Bee. They're fun to drive around town, and make a lot of sense in a small country like Singapore.

I hope the use of green automotive technology will be better integrated with our transport system, especially for last-mile travelling. Electric-car sharing and alternative motorised vehicles like e-scooters are good considerations."



**NICHOLAS
WONG** – 1966
GENERAL MANAGER
KAH MOTOR – HONDA

"I miss jam-free roads and low-cost car ownership! But today's traffic jams are still manageable for small, densely populated Singapore. Otherwise, we would have to face the same woes as some of our neighbouring countries.

My wish is for the Government to stabilise the COE system and not make too many changes that are disruptive for both the industry and the motoring public. There should be a well-balanced transport system that's friendly to businesses and consumers."

PIERO

STORY KEVIN CHIN

FERRARI ■ VICE-CHAIRMAN
FERRARI

P

PIERO Ferrari, 70, is the only remaining offspring of the company's founder, Enzo Ferrari. The vice-chairman of the Prancing Horse stable also has a 10 percent stake in the firm that bears his father's last name.

Piero started his "home" career in the 1970s, overseeing the production of road cars before handling Ferrari's all-important racing division. Today, he has taken on a more ambassadorial role, but his No. 1 love will always be his family business, where his job scope includes meeting key clients, certifying classic Ferraris and contributing to product/strategy plans.

We talked to the gentleman in his office at Ferrari's headquarters in Maranello, Italy.

Why do you think other car manufacturers have never come close to the fame and mystique of the Ferrari brand?

We are so well-known, even I am surprised! Ferrari wasn't developed by a business plan but by a person's passion for racing and high-quality, beautiful cars. Ferraris are cars you fall in love with.

Which Ferrari road car and racecar best encapsulate the essence of the company?

The next ones. We create technology-advanced cars with style and emotion, so we always

look forward to the future. If I had to choose a racecar, it'd be the Ferrari P4. It didn't win Le Mans, but it was really a historic car for us. Only one exists today.

If you had to pick one roadgoing Ferrari to describe yourself, what would it be?

The Ferrari F12. It's incredibly versatile, and fast on both road and track.

Who are your favourite Ferrari Formula One drivers of all time?

From the past, John Surtees and Michael Schumacher. John because he was a special talent who won titles on two wheels and four. Michael because he really was the perfect driver – fast in qualifying and fast in the race, and he always gave 100 percent to the team.

How does the current direction of the company compare to Enzo's vision?

It's not much different. The cars we've been producing over the years speak for themselves. If he were alive, my father would be very pleased to see how far we've come.

What is the most important advice your father ever gave you?

He'd always say it was more difficult to look forward and decide what to do when you're



Piero in his younger days, dining with his dad Enzo at one of their many official functions.

winning rather than losing, because when you win, you have to think how to improve and stay ahead of everyone. You can't relax and rest on your laurels. When you lose, you more or less know your weak points. I guess this applies to the company as well as to motor racing.

Tell us something about your father most people don't know about.

Everyone thought my father was a very tough and rude man. But he liked to help people without publicising it. Many people wrote to me after his death, saying how he helped them in one way or another. Once, he gave a radio to an employee in jail [a big deal then] without telling anyone.

What is your favourite part of the job?

I love to see our cars being conceptualised from a sketch on a piece of paper and developed all the way to the final product. It's like a piece of art, and all the people involved are artists. This is what I like the most.

If you hadn't followed in your father's footsteps, what would you have done instead?

Definitely not racing, for sure! Maybe I'd have bought a farm in the countryside and led a simple life.

How would you like to be remembered?

You have to ask my friends when I'm gone! But I'd like to be remembered as someone who was loyal to the DNA of the company and to the legacy of my father.

What is your dream road trip?

I want to drive a Ferrari California with the top down on Route 66 in America. It's a hippie dream I've had since the 1970s and I'd like to realise it someday! 🇺🇸

“
**MY FATHER
WOULD BE VERY
PLEASED TO
SEE HOW FAR
WE'VE COME.**
”

25-HOUR **torque** ON THE MOVE

Singapore's favourite automotive telematch is back again for its sixth year! In conjunction with Torque's 25th anniversary, we bring you our first-ever 25-hour Torque On The Move – an exhilarating 25-hour race around the island!

Link up with a street-smart and road-savvy partner to form a team of two, and drive around while deciphering location clues and conquering exciting challenges. The top performing teams stand a chance to win a week-long drive in selected Hyundai models, as well as Tissot watches, Goodyear tyres and many other prizes!

For the first time ever, the race will kick off on Friday at 8pm, where **Bonus Challenges** will be released periodically overnight for you to earn bonus points before Saturday morning's flag-off. Clues to the different compulsory **Torque Junctions** will be released, and participants can scurry through the day to complete these challenges to earn points before returning to the end point.

Be sure to keep a look out for **Pre-event Challenges** as well, to earn and accumulate more points!



1ST PRIZE

A week-long drive in
selected Hyundai models

+

a set of Goodyear tyres

+

a pair of Tissot watches

+

an exclusive racing simulator
party at KTI GP Centre for
the winning team

WORTH OVER
\$9,000



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Each participant will receive a goodie bag worth over **\$100!**



Buffet dinner on Saturday will be provided.



All participants stand to win fabulous lucky draw prizes.

AUG 28-29, 2015 (FRI-SAT)

FRI	8.00pm	Clues revealed
SAT	9.00am	Flag off
	6.30pm	End point, prize presentation and lucky draw
	9.00pm	Event ends

2ND PRIZE

A week-long drive in selected Hyundai models
+
a pair of Tissot watches

WORTH OVER \$2,400



A week-long drive in selected Hyundai models
+
a set of Laser Shades

WORTH OVER \$1,200

3RD PRIZE



ORGANISED BY:

SPHmagazines

OFFICIAL CAR:



OFFICIAL TYRE:



OFFICIAL WATCH:



OFFICIAL MOTORSPORT CENTRE:



PARTNER:



OFFICIAL MEDIA:



SUPPORTER:





Analyse This

CONSIDERING
THE "WHYS"
BEHIND THE NEWS

CONSULTING EDITOR
CHRISTOPHER TAN



08/AUG

"GREEN" AND BEAR IT

Don't fret, there are still many cars unaffected by the revised CEVS to choose from.



THE revised Carbon Emissions-based Vehicle Scheme (CEVS) kicked in last month (July), and some car dealers would have adjusted their prices to reflect the more stringent standards in place.

A number of vehicles will enjoy smaller CEVS rebates, while others that qualified for rebates before are now in the neutral band (where neither rebate nor tax surcharge applies). And some cars that were in the neutral zone before July are now slapped with surcharges, while those that already drew surcharges now draw bigger ones.

The prices of new cars are "coloured" by CEVS – green with rebate, red with surcharge, and yellow with neither rebate nor surcharge.



But because these rebates and surcharges are worked into a car's final sticker price, it is hard for consumers to know exactly how much a motor company has passed on, and how much it has decided to absorb.

This imperfect knowledge actually impedes the Government's drive to encourage buyers to go for new cars that are less carbon-intensive. Hopefully, competition will force the market to adjust, and eventually, the overall lineup will be "greener".

Competition is a strong motivator. A car that qualifies for a fatter CEVS rebate (or which attracts a smaller surcharge) allows a dealership

to offer a more competitive price. It also allows the dealer to have a bigger margin to secure COEs with.

The market on the whole will take some time to adjust, so obviously companies that are fast will enjoy first mover's advantage.

Wearnes Automotive was among the fastest. Two months ago, it introduced the Renault Fluence Privilege, a sizeable sedan that qualifies for \$10,000 in CEVS rebate. At the time of writing, the

BUYERS SHOULD BE AWARE THAT CEVS REBATES ARE OFFSETS AGAINST A CAR'S ARF, AND ITS SCRAP VALUE IS LIKEWISE DIMINISHED.

car was priced at under \$113,000, making it \$13,000 less expensive than the Toyota Corolla Altis with a similar equipment level. It was even \$5000 cheaper than the base variant of the Corolla.

The Fluence Privilege is a 1.5-litre turbo-diesel with a real-world fuel economy of 6 litres per 100km. This low consumption, plus the lower price of diesel, will translate to savings for the owner that will more than offset the special tax that diesel cars attract.

Likewise, Cycle & Carriage was able to price the 1.2-litre Mitsubishi Attrage at just over \$90,000 – making it the cheapest Japanese car in town – because it qualifies for a \$10,000 CEVS rebate.

Consumers who are environmentally conscious should vote with their wallet and give these two cars serious consideration. They may not be as polished and refined as their more established rivals, but they offer decent monetary and environmental value.

Buyers should also take comfort in this fact: Because they are not top sellers, their retailers are likely to pass on their carbon rebates fully to the consumer. Sellers of popular makes have less incentive to do so, for obvious reasons.

Even if you are not particularly perturbed by global warming, you should look at a car's CEVS band.

Clearly, a car that attracts top-tier rebates (\$15,000 and \$30,000) is attractive, but it is usually still relatively costly because of advanced technology that makes it more efficient. These include hybrid and electric models.

Cars that are in the \$5000 and \$10,000 rebate bands tend to be more affordable, but buyers should be aware that CEVS rebates are offsets against a vehicle's Additional Registration Fee. Hence the value of these cars is likewise diminished when the time comes for them to be scrapped.

Therefore, cars in the neutral band make a lot of sense. They are relatively carbon-light, they do not incur surcharges, and their scrap values are not compromised. Unless you are extremely eco-conscious (in which case you might want to consider giving up driving), you should include them in your shortlist the next time you go shopping for a new car (see sidebar). 🌱

GOT A COMMENT?
SEND IT TO
CHRISTAN@SPH.COM.SG

NEW CARS IN THE NEUTRAL CEVS BAND (136-185g/km of CO2)

ALFA ROMEO: 4C Coupe
AUDI: 21 models, including A1 Sportback 185 1.4, A6 1.8 and Q5 2.0
BMW: 42 models, including 320i, X4 and M135i
CHEVROLET: six models, including Spark, Sonic and Orlando
CITROEN: five models, including DS4 1.6
FORD: seven models, including Focus, Kuga and Mondeo
HONDA: five models, including City, Civic and HR-V
HYUNDAI: five models, including Accent, Elantra and Veloster Turbo
INFINITI: Q50
JAGUAR: XF 2.2D and XJ 3.0D
KIA: seven models, including Rio, Forte K3 and Optima 2.0
LAND ROVER: Range Rover Evoque and Range Rover Sport 3.0D
LEXUS: five models, including NX200t, ES300h and GS450h
MAZDA: seven models, including 3, CX-5 and 6
MERCEDES-BENZ: 21 models, including A45 AMG, C180 and E200
MINI: seven models, including Cooper S and John Cooper Works
MITSUBISHI: ASX and Lancer EX
NISSAN: seven models, including Almera, Sylphy 1.6 and Qashqai 2.0
OPEL: eight models, including Corsa, Meriva and Zafira
PEUGEOT: six models, including 308, 508 and 5008
PORSCHE: five models, including Boxster and Macan S Diesel
RENAULT: Clio RS, Megane Hatch 1.6 and Fluence 1.6
SUBARU: four models, including XV and BRZ
SUZUKI: four models, including S-Cross and Swift Sport
TOYOTA: seven models, including Vios, Corolla Altis and Camry 2.0
VOLKSWAGEN: 15 models, including Beetle 1.4, Golf GTI and Passat
VOLVO: eight models, including V40 T4, S60 T4 and XC60 T5

To see the list of all cars and their CO2 levels, go to: <https://vrl.lta.gov.sg/ita/vrl/action/pubfunc?ID=FuelCostCalculator>



Behind the Wheel

JEREMY CHUA

But since going fast on land has its limits, we look to the skies to overcome these restrictions. That's where the fantasy of piloting a fighter jet comes in. A fighter jet can propel you past the sound barrier. No supercar can top that.

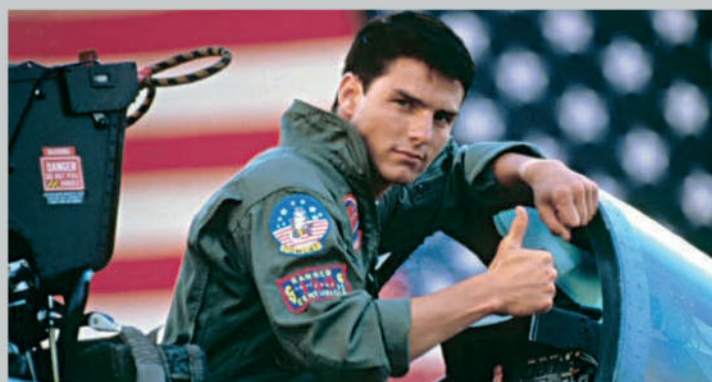
In addition, a fighter pilot's gear is more awesome than a racecar driver's. Racecar drivers experience *g*-forces, but they don't wear *g*-suits or don oxygen masks to help prevent blackouts. Fighter pilots, on the other hand, require both these items. Besides, aviator-style sunglasses only look cool on aviators.

I've never flown in a fighter jet before. But when I attended the Porsche Sport Driving School two years ago, it felt like being in *Top Gun*, where we "flew" Porsche models. I was ready to hear the chief instructor say: "You guys are the best of the best – we'll make you better." But that didn't happen.

What did happen was two days of intensive training in "piloting" techniques. Each day ended with a timed gymkhana course, which I imagined to be a dogfight. Naturally, I aimed to be the best.

My ambitions crashed and burned, though. Like the protagonist Maverick in *Top Gun*, I was "outflown" on both days by another participant. "Mr Iceman" made zero mistakes and relegated me to second-best, which led instructors to conclude that I was fast, but flawed. 🙄

JEREMY STILL GRADUATED FROM "TOP GUN" SCHOOL, BUT THERE'S NO OPTION FOR HIM TO RETURN AS AN INSTRUCTOR.



WHY GUYS LIKE *TOP GUN*

Petrolheads with a need for speed dream of fighter jets and outflying other pilots.



IT is easy to see why most guys who have watched *Top Gun* are so fascinated with the film. The opening scene alone, which features F-14s being launched from an aircraft carrier as the intro from *Danger Zone* plays, is enough to get our hearts racing.

Speed is addictive to enthusiasts. Whether it's zooming down the main

straight of a racetrack or "bahn-storming" one of Germany's unrestricted autobahn stretches, we enthusiasts simply cannot get enough of the sensation of going fast.

Although no longer in service, the F-14 is still admired by aviation enthusiasts.





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Ed Lib

EDRIC PAN



OKAY TO BE TOWKAY

Edric has been feeling prosperous lately, because he's now officially a Mercedes S-Class owner.



DON'T get me wrong – I didn't suddenly come into an inheritance, nor did my 4D numbers come up. The S-Class in question is a nine-year-old S280 with 140,000km on the clock, acquired as a short-term ride to replace my wife's trusty Forester that recently went to the great scrapyard in the sky.

We didn't set out looking for a limousine, but we do need a fairly large car to fit our three

kids. After checking out heaps of dodgy, high-mileage vehicles, we bought the S-Class because, incredibly, it was the cheapest old banger we could find (on an annual depreciation basis).

Our car is one of the run-out examples of the W220 S-Class, a model that first appeared in 1998. But even an old S-Class is still an S-Class, and getting into it after driving almost any other car is incredibly therapeutic.

The big leather seats are as wide, flat and comfy as an armchair. Everything feels solidly made, the leather trim is



I Even a nine-year-old S280 is still an S-Class, says Edric, who finds driving it to be incredibly therapeutic.



still near-immaculate despite almost a decade of use, and once the soft-close motors of the vault-like doors have sucked them shut, I'm ensconced in a plush, impenetrable cocoon.

With just 201bhp to shift 1.8 tonnes of Stuttgart steel, the car isn't going to outdrag any C63s (it wouldn't even pip a C200), but still it's pleasantly torquey and can more than hold its own in urban traffic. The engine's thirst (6km per litre) will put you off any full-bore antics, too. In any case, the car's unfussed, relaxed mien is so infectious that street racing will be the last thing on my mind.

Instead, I take it easy, revelling in the buttery smoothness of the V6 engine, the cabin's supreme refinement and ample lounging room, and the magically cushioned ride. I use it for the morning school run, and the sense of well-being the short trip in the S-Class engenders is a great way to start the day.

It even handles quite neatly, with linear steering and not too much body roll. I can even prod a button on the fascia to firm up the air suspension, if I'm really pressing on.

Despite the car's age, everything still works perfectly, with the exception of the electric rear sunblind, whose motor has packed up. The W220 was the first S-Class with standard air suspension, which is well known for springing a leak. But, so far, ours seems to be holding up (fingers crossed).

My friends are rolling in mirth at the idea of me, the hardcore petrolhead, swanning around in a towkay car, but I'm the one having the last laugh – from the plush, leather-lined, climate-controlled cabin of my S-Class, of course. 🍷

TO HIS OWN SURPRISE, EDRIC REACHES FOR THE S-CLASS KEY MORE FREQUENTLY THAN THAT OF THE LIGHTWEIGHT, MID-ENGINE TWO-SEATER IN THE SAME GARAGE.

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SPHmagazines

Her World Of Motoring

LYNN TAN

TECH TALK

For young people, technology is their best friend, but for older people, it can be their worst enemy.



ONLY a few decades ago, my parents were driving cars that had no power steering, no power windows and no central locking.

Today, cars come fully equipped with a gazillion features, which have become the norm. Keyless entry, pushbutton start/stop, automatic headlights, head-up display, ventilated seats, blind-spot monitoring, lane departure warning... the list goes on.



Built-in satellite navigation systems have replaced dog-eared copies of Singapore street directories, providing visual and audio directions that guide us to our destinations effortlessly. Bluetooth connectivity provides a seamless interface between our cars and smartphones.

State-of-the-art technology for motoring families will delight the "Jetsons" and frighten the "Flintstones".

However, the thing with technology is that it doesn't matter how advanced it is. The extent to which technology benefits us hinges on how well we're able to integrate those gadgets into our lives.

Take the keyless entry system, for example. After all these years, I still cannot kick the habit of retrieving the car key from my handbag and pressing the unlock button on the key fob. And I doubt I can ever trust the car to auto-lock when I walk away from it.

So, brilliant and useful these high-tech features may be, they do not benefit me as they should.

For the younger generation, though, clever technology is not something they have to learn – it is already in their DNA.

Not only does my daughter take the LCD displays in cars for granted, she assumes every one of them is a touchscreen and instinctively reaches out to swipe them with her fingers.

When I have difficulty finding my way sometimes, she will suggest that I "ask the auntie", with "auntie" referring to the navigation voice prompts. 🗣️

LYNN KNOWS THAT TECHNOLOGICAL ADVANCEMENT WON'T SLOW DOWN, SO SHE FINDS HER OWN COMFORT SPOKE WITHIN THE UNSTOPPABLE WHEEL OF PROGRESS.

DRIVE

•100%
ROAD-TESTED



08/AUG



GB GP

One of Great Britain's greatest pocket rockets in recent years is the R56 MINI John Cooper Works GP. The 2000-unit special edition is a factory mod job with a 218bhp 1.6-litre turbo engine, individually adjustable coilover suspension, upgraded brakes and track-ready 215/40 R17 tyres. Inside the cabin, there's a pair of racy Recaro sport seats, and no rear bench (to shed weight). Now, there's a new 6-speed manual JCW (pg 68), which can outgun the old JCW GP and still seat four people.



AND ALSO

- LEXUS RC F vs BMW M4 ■ BMW 220i CONVERTIBLE vs AUDI A3 CABRIOLET ■ TOYOTA ALPHARD
- LAMBORGHINI AVENTADOR LP750-4 SUPERVELOCE ■ PORSCHE 911 GT3 RS
- NISSAN ALMERA vs MITSUBISHI ATTRAGE vs HYUNDAI ACCENT

**HYUNDAI
ACCENT 1.4**
versus
**NISSAN
ALMERA 1.5**
versus
**MITSUBISHI
ATTRAGE 1.2**

STORY JEREMY CHUA
PHOTOS TAN MENG CHOON
ART DIRECTION SEAN LEE

GROUP TEST



TRIPLE-A MEETING

Which of these subcompact saloons is most deserving of an A star from the new car buyer with a \$100k budget?



ACQUIRING a brand new saloon in light of current market conditions is difficult, but not impossible. The three subcompact saloons we've gathered here are proof of this – each one is within reach of buyers who are shopping with a \$100,000 budget.

Keen to appeal to these buyers is the Hyundai Accent, successor to the Verna.

Instead of looking like a basic Korean saloon, the Accent has a Euro-centric design that resembles its larger Elantra sibling. The Accent also has a healthy engine output and pretty lively performance.

The newest player in this "cheap and cheerful" segment is the Mitsubishi Attrage. It offers a reasonably well-equipped cabin and an efficient 1.2-litre

drivetrain, which aims to lower running costs.

The most established contender of the trio is the Nissan Almera.

As the least subcompact of the three cars, the Almera promises plenty of space and comfort – welcome attributes in this segment.

Which of these subcompact saloons will score an A star from the cost-conscious buyer? Continue reading to find out the results.



MOST POWERFUL MOTOR

ENGINE

Hyundai's 1.4-litre 4-cylinder with 100bhp and 133Nm has the greatest output and the quickest performance.

11.8 seconds
(0-100KM/H)



HYUNDAI ACCENT 1.4



MOST REFINED ENGINE

ENGINE

Nissan's 1.5-litre 4-pot with 99bhp and 134Nm is the least frugal, but is peppier than the Mitsubishi motor.

13.3 seconds
(0-100KM/H)



NISSAN ALMERA 1.5



MOST EFFICIENT DRIVETRAIN

ENGINE

Mitsubishi's 1.2-litre 3-cylinder with 78bhp and 100Nm has the least energy, but the highest efficiency of the three engines.

14.0 seconds
(0-100KM/H)



MITSUBISHI ATTRAGE 1.2



CVT is the creamiest transmission and the only one with an override ("6-speed") function.



Almera's automatic only has four ratios, but operates as quietly as the Accent's gearbox.



CVT is the least responsive transmission and feels more "rubbery" than the Accent's.



HYUNDAI ACCENT 1.4



COCKPIT

The most practical, thanks to its generous storage points, but lacks two functions found in its two rivals: keyless entry/ignition and digital climate control.



NISSAN ALMERA 1.5



COCKPIT

Best for a petite driver, as the default seating position is the highest and overall visibility is the greatest. Hi-fi system is prone to static, though.



MITSUBISHI ATTRAGE 1.2



COCKPIT

Most user-friendly, thanks to the large buttons and logical layout. It's the only contender in this story with electrically folding mirrors, too.





BACKSEAT

Has less space than the other two cabins, but it's the only one with rear doorbins. Flatter rear floor makes it easier to squeeze three pairs of legs.



BOOT

Capacity of 465 litres is the most useful of the trio, as it has the least wheel-arch intrusion and it's the only boot with split-folding rear seats.



BACKSEAT

The most legroom and the cushiest armrest. But unlike the others, it only has three-point belts for two people, with a mere lap belt for the third person.



BOOT

Capacity of 490 litres is suited for bulky items, as its aperture is the largest. Exterior release switch, located under the boot lid, is in the right place.



BACKSEAT

Ideal for passengers with large feet, as footwell space is the most generous. Like the Accent, it offers a three-point seatbelt for the middle occupant.



BOOT

Volume of 450 litres is ready for heavy items, as it has the lowest loading height, but the tiny boot light means less convenience at night.



THE ATTRAGE IS THE MOST DRIVER-FRIENDLY,
THE ACCENT IS THE MOST FUN TO DRIVE,
WHILE THE ALMERA IS THE MOST REFINED.



LAST WORD

With its decent equipment and intuitive controls, the Attrage appeals to the driver motoring on a shoestring. The car's only drawback is its relaxed performance, but it earns points for being frugal (which makes it cheap to run) and green (which qualifies for a \$10k CEVS rebate that makes it cheaper to buy). For added peace of mind, the engine is also covered by a 10-year/200,000km warranty (the car has to be serviced at Cycle & Carriage), which is unique in this segment.

The Nissan Almera isn't as fuel-efficient as its two rivals in this article, but its spaciousness and refinement are very convincing. Less compelling, however, is its comparatively higher cost. At press time, it commands a premium of \$7.8k and \$4.8k over the Accent and Attrage respectively. This impacts its value for money. But if the buyer is able/happy to stretch his budget a bit, he'll acquire one of the roomiest saloons at this price point.

Proving itself to be really cheap and good is the Hyundai Accent. It may not be as spacious as the Almera or as well-equipped as the Attrage, but the Accent has a better than "budget" cabin, while its peppy powerplant and seamless transmission deliver a surprisingly nice drive. 😊



KEYS (From left) The Almera fob is the slimmest and easiest to park in the pocket, the Attrage's device is the largest and classiest, while the buttons on the Accent's switchblade-type key are the nicest to press.

HYUNDAI ACCENT 1.4 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves
CAPACITY	1368cc
BORE X STROKE	72mm x 74mm
COMPRESSION RATIO	11.3:1
MAX POWER	100bhp at 6000rpm
MAX TORQUE	133Nm at 4000rpm
POWER TO WEIGHT	96.2bhp per tonne
GEARBOX	CVT with 6-speed override
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	11.8 seconds
TOP SPEED	185km/h
CONSUMPTION	16.1km/L (combined)
CO2 EMISSION	146g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Torsion beam, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Discs
--------------	--------------------------

TYRES

TYPE	Kumho Solus KH17
SIZE	175/70 R14

SAFETY

AIRBAGS	2
TRACTION AIDS	ABS, ESP

MEASUREMENTS

LENGTH	4370mm
WIDTH	1700mm
HEIGHT	1457mm
WHEELBASE	2570mm
KERB WEIGHT	1040kg
TURNING CIRCLE	10.4m

BUYING IT

PRICE INCL. COE	\$93,988 (no CEVS rebate/surcharge)
WARRANTY	5 years/unlimited km



GOOD BUILD
QUALITY,
PEPPIEST
PERFORMANCE,
MOST
AFFORDABLE
PRICE



FEWEST
AMENITIES,
SMALLEST
BACKSEAT,
NO STEERING
WHEEL
CONTROLS

BEST IN
DRIVEABILITY



NISSAN ALMERA 1.5 (A)

DRIVETRAIN

TYPE	Inline-4, 16-valves
CAPACITY	1498cc
BORE X STROKE	78mm x 78.4mm
COMPRESSION RATIO	10:1
MAX POWER	99bhp at 6000rpm
MAX TORQUE	134Nm at 4000rpm
POWER TO WEIGHT	95.2bhp per tonne
GEARBOX	4-speed automatic
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	13.3 seconds
TOP SPEED	175km/h
CONSUMPTION	14.9km/L (combined)
CO2 EMISSION	159g/km

SUSPENSION

FRONT	MacPherson struts, coil springs
REAR	Torsion beam, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Drums
--------------	--------------------------

TYRES

TYPE	Bridgestone B250
SIZE	185/65 R15

SAFETY

AIRBAGS	2
TRACTION AIDS	ABS

MEASUREMENTS

LENGTH	4455mm
WIDTH	1695mm
HEIGHT	1515mm
WHEELBASE	2590mm
KERB WEIGHT	1040kg
TURNING CIRCLE	10.4m

BUYING IT

PRICE INCL. COE	\$101,800 (no CEVS rebate/surcharge)
WARRANTY	5 years/unlimited km



SMOOTHEST
RIDE, ROOMIEST
BACKSEAT,
COLDEST
AIR-
CONDITIONING

LEAST CHEAP
PRICING,
RELATIVE
THIRST FOR
FUEL, LEAST
SECURE
BACKSEAT

BEST IN
REFINEMENT



MITSUBISHI ATTRAGE 1.2 (A)

DRIVETRAIN

TYPE	Inline-3, 12-valves
CAPACITY	1193cc
BORE X STROKE	75mm x 90mm
COMPRESSION RATIO	11:1
MAX POWER	78bhp at 6000rpm
MAX TORQUE	100Nm at 4000rpm
POWER TO WEIGHT	86.7bhp per tonne
GEARBOX	CVT
DRIVEN WHEELS	Front

PERFORMANCE

0-100KM/H	14 seconds
TOP SPEED	170km/h
CONSUMPTION	20.8km/L (combined)
CO2 EMISSION	113g/km

SUSPENSION

FRONT	McPherson struts, coil springs
REAR	Torsion beam, coil springs

BRAKES

FRONT / REAR	Ventilated discs / Drums
--------------	--------------------------

TYRES

TYPE	Bridgestone Potenza S001
SIZE	185/55 R15

SAFETY

AIRBAGS	2
TRACTION AIDS	ABS

MEASUREMENTS

LENGTH	4245mm
WIDTH	1670mm
HEIGHT	1515mm
WHEELBASE	2550mm
KERB WEIGHT	900kg
TURNING CIRCLE	9.6m

BUYING IT

PRICE INCL. COE	\$96,999 (after \$10k CEVS rebate)
WARRANTY	5 years/unlimited km



SHEER USER-
FRIENDLINESS,
TIGHTEST
TURNING
CIRCLE,
HIGHEST
EFFICIENCY

LACKADAISICAL
PERFORMANCE,
PLASTICKY
INTERIOR,
TINIEST BOOT
LIGHT

BEST IN
DRIVER-
FRIENDLINESS



LEXUS RC F 5.0 versus BMW M4 3.0

STORY JEREMY CHUA
PHOTOS DESMOND TEO
ART DIRECTION MICHAEL CHIAN

GROUP TEST



JOUSTING MATCH

The Lexus RC F is a "samurai" taking on a "Teutonic knight" in the form of the BMW M4. Which one ultimately enthralls enthusiasts?



DURING medieval times, knights participated in jousting contests to hone and demonstrate their skills. This consisted of two knights on horseback armed with jousting sticks who would charge at each other, with the aim of unseating their opponent.

The two coupes we've

gathered here are a modern – and automotive – equivalent of two knights. Like their human counterparts from days of yore, each wears a distinctive suit of armour and carries its own unique array of weaponry.

Attempting to intimidate its rival using its looks alone is the RC F. The first proper coupe from Lexus is built on a chassis that is a hybrid of the GS and IS saloons. It looks more than aggressive – with that enormous front grille and sharply angled headlights, the

car is downright pugnacious. And with "stacked" quad-exhausts and "3-D" tail-lamps, even the rear end looks threatening, too.

Looking comparatively meeker is the BMW M4. Its trademark kidney grilles seem tiny compared to the RC F's ginormous spindle number, but the M4's sharply angled air intakes, bulging bonnet and chiselled flanks hint at this coupe's athleticism. And while the M4's rear end doesn't look as sinister as the RC F's, its carefully honed shape provides enough

 The RC F's cockpit is more cocoon-like, while the M4's is more spacious and better suited for taller drivers.



“THE RC F’S V8 HAS A WONDERFUL BURBLE, WHILE THE M4’S INLINE-6 IS RORTY AT IDLE AND SOUNDS ANGRY PAST 4000RPM.”



LEXUS RC F 5.0 vs BMW M4 3.0



➡ The RC F's backseat is more compact than the M4's (above, right), but the Lexus' centrally placed cupholders mean it's more practical for occupants.



“
**THE M4'S
RESPONSIVENESS
DEMANDS A MORE
SKILLED PILOT,
WHEREAS THE
RC F'S LINEARITY
IS MORE DRIVER-
FRIENDLY.**

downforce without the need for a spoiler. The RC F, on the other hand, has an active rear spoiler that deploys at 80km/h.

Now, although the M4 is more aerodynamically advanced, its interior isn't as modern as the RC F's. The latter's cockpit is like a fighter jet's. The instrument panel is inspired by the LFA supercar, while the climate controls and

map lights are touch-operated.

To keep occupants secure and enhance their comfort, the sports seats offer even better lateral support than the ones in the M4, and they are ventilated, too. We like the fact that the RC F also has aluminium pedals with rubber inserts. They sure look sportier (and more expensive) than the regular pedals in the Bimmer.

But when it comes to infotainment, the RC F's Remote Touch Interface (RTI) is less intuitive than the M4's iDrive system. The RTI, which now uses a touchpad instead of the previous mouse-like controller, is still not that accurate – you sometimes still end up selecting the wrong option.

Despite the less-than-smooth infotainment experience, the overall build quality of the Lexus is even better than the M4's. The plastics used in the former feel softer, and the Alcantara trim on the door panels and centre armrest is a nice touch, too.

More significant, however, are the “weapons” lurking beneath

the “armour” of these coupes. The RC F, our samurai in this story, packs a naturally aspirated 5-litre V8 motor that's good for 470bhp, or 39bhp more than what the M4 can muster. Driving the rear wheels via an 8-speed automatic, the Lexus can hit 100km/h from a standstill in 4.5 seconds.

The M4's engine is smaller, but its output is nothing to scoff at. The twin-turbo 3-litre inline-6 might produce “only” 431bhp, but the 550Nm it churns out is 20Nm more than what the Lexus is capable of. And in terms of outright acceleration, the M4 leaves its rival in its wake with a century dash time of 4.1 seconds.

Helping the rear-wheel-drive Bimmer accomplish this is its 7-speed dual-clutch gearbox, which swops cogs about as quickly as you can blink.

The soundtrack accompanying each coupe's performance is an aural delight. The RC F's V8 has a wonderful burble and the exhaust is pleasingly throaty. True to Lexus' reputation for refinement, however, the car's voice isn't as



LEXUS RC F 5.0 vs BMW M4 3.0



forthcoming as expected. Even when revved close to 6000rpm, it never becomes loud.

The M4, on the other hand, is surprisingly emotive. Fire up the inline-6 and it awakens with a loud bark, before settling into a rorty idle. You'll find that every throttle input also translates into deep growls. As the tachometer needle swings past 4000rpm, this Teutonic knight sounds like an angry beast intent on slaying its opponent.

Not surprisingly, the M4's power delivery is the more urgent one of the two. It always feels like it's raring to go, and its turbocharged nature means it doesn't have to be pushed very hard. Its turn-in is also keener than that of the Lexus, and it flows through corners with ease. Although the M4's helm is as accurate as its rival's, it does offer more feedback and makes it easier to position the car.

What the Bimmer demands in return for its abilities, however, is a more skilled pilot. That snappy gearbox and uber-responsive throttle require finesse, especially at low speeds. And unless you've got a sensitive bum and racecar-driver reflexes, you'll also need to take it easy with the accelerator when exiting corners, as the M4 is more tail-happy than the RC F.

i The RC F's 365-litre boot isn't as flexible as the M4's, as the spare tyre takes up too much space.



DRIVETRAIN

TYPE
V8, 32-valves

CAPACITY
4969cc

BORE X STROKE
94mm x 89.5mm

COMPRESSION RATIO
12.3:1

MAX POWER
470bhp at 7100rpm

MAX TORQUE
530Nm at 4800-5600rpm

POWER TO WEIGHT
264bhp per tonne

GEARBOX
8-speed automatic with manual select

DRIVEN WHEELS
Rear

PERFORMANCE

0-100KM/H
4.5 seconds

TOP SPEED
270km/h (governed)

CONSUMPTION
9.1km/L (combined)

CO2 EMISSION
253g/km

SUSPENSION

FRONT
Double wishbones, coil springs, anti-roll bar

REAR
Multi-link, coil springs, anti-roll bar



BRAKES

FRONT / REAR
Ventilated discs

TYRES

TYPE
Michelin Pilot Super Sport

SIZE
255/35 R19 (front), 275/35 R19 (rear)

SAFETY

AIRBAGS
8

TRACTION AIDS
ABS, VSC

MEASUREMENTS

LENGTH
4705mm

WIDTH
1845mm

HEIGHT
1390mm

WHEELBASE
2730mm

KERB WEIGHT
1780kg

TURNING CIRCLE
10.8m

BUYING IT

PRICE INCL. COE
\$445,000
(after \$30k CEVS surcharge)

WARRANTY
3 years/100,000km



MORE DRIVER-FRIENDLY,
LOUDER DESIGN, HIGHER
BUILD QUALITY



UNYIELDING RIDE,
RELATIVELY QUIETER
ENGINE, SMALLER BOOT



DRIVETRAIN

TYPE

Inline-6, 24-valves, turbocharged

CAPACITY

2979cc

BORE X STROKE

84mm x 89.6mm

COMPRESSION RATIO

10.2:1

MAX POWER

431bhp at 5500-7300rpm

MAX TORQUE

550Nm at 1850-5500rpm

POWER TO WEIGHT

267.4bhp per tonne

GEARBOX

7-speed dual-clutch with manual select

DRIVEN WHEELS

Rear

PERFORMANCE

0-100KM/H

4.1 seconds

TOP SPEED

250km/h (governed)

CONSUMPTION

12km/L (combined)

CO2 EMISSION

194g/km

SUSPENSION

FRONT

Double wishbones, coil springs, anti-roll bar

REAR

Multi-link, coil springs, anti-roll bar



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Michelin Pilot Super Sport

SIZE

255/35 R19 (front), 275/35 R19 (rear)

SAFETY

AIRBAGS

6

TRACTION AIDS

ABS, DSC

MEASUREMENTS

LENGTH

4671mm

WIDTH

1870mm

HEIGHT

1383mm

WHEELBASE

2812mm

KERB WEIGHT

1612kg

TURNING CIRCLE

12.2m

BUYING IT

PRICE INCL. COE

\$373,800 (no CEVS rebate/surcharge)

WARRANTY

3 years/100,000km



MORE PRECISE HANDLING,
QUICKER PERFORMANCE,
MUCH LOUDER SOUNDTRACK



DEMANDS MORE SKILL,
COCKPIT FEELS LESS
EXPENSIVE, MUTED DESIGN

The Lexus, in spite of its big power output and track-ready handling, is actually quite driver-friendly and happy to be driven at a normal pace. The 5-litre V8 has a creamy and linear disposition, and only delivers as much performance as you demand of it.

The RC F's corner-carving talents come at a price, though, for the ride is almost too firm for regular tarmac. With the Vehicle Dynamic Integrated Management (VDIM) set to Normal, the car exhibits a tendency to pitch forward and backwards over poorer surfaces. Ironically, you'll have to set VDIM to Sport S+ (thus making the ride even firmer) in order to quell this behaviour and prevent motion sickness.

The "samurai" in our story has put in a compelling performance – it is rapid, luxurious and powerful. The M4, on the other hand, has shown itself to be more agile and precise, with a more emotive "battle cry" to boot.

In this jousting match, the RC F has won the hearts of enthusiasts looking for a refined track-day machine, while the M4 has garnered the adulation of more skilful drivers who want a coupe that's fast, yet pliant enough for everyday driving. 🏆

🏆 The M4's 445-litre boot is more useful than that of the RC F, as the cargo netting lets users secure loose items.



**BMW 220i
CONVERTIBLE**
versus
**AUDI A3
CABRIOLET**

STORY DARYL LEE
PHOTOS WONG WEI LIANG
ART DIRECTION MICHAEL CHIAN

GROUP TEST



SMALLEST & TOPLESS

The small four-seat drop-tops available from BMW and Audi offer plenty of zing, plus wind in the hair.



THIS pair of compact convertibles from Audi and BMW are well-equipped to tempt prospective buyers. Handsome exterior design? Check. Slick, electrically operated roof mechanism? Check. Generous equipment list? Check. Badge snob appeal? Check.

However, what is less apparent (on casual inspection) about the



topless Teutons on test here is how the two are vastly improved over their predecessors.

Let's start with the BMW 220i Convertible. Its immediate forebear, the 120i Convertible, doesn't have a lot going for it – the car has gawky lines and compromised rear legroom, and feels like it's built to a budget.

To be fair, it's far from abysmal, but the interior quality could be much improved.

And I'm happy to report that BMW has turned things around

in dramatic fashion with the 220i Convertible. Longer, lower and wider than the old 1, it bears more than a passing resemblance to its bigger brother, the 4 Series Convertible, which is a "proper" sports machine.

The new 2 Series (whether in coupe or convertible guise) also displays far better quality than before. Gone is the plasticky dashboard and flimsy switchgear – they've been replaced by sculpted soft-touch plastics and wonderfully tactile buttons.



BMW 220i CONVERTIBLE vs AUDI A3 CABRIOLET



For me, the biggest improvement to BMW's baby convertible is in the area of dynamics. The chop-top 120i's wobbly chassis and clattery suspension have given way to resolute body control and a well-damped ride. This makes the 220i Convertible perform just as well on the twisty bits as it does on low-speed boulevard cruises.

It's a similar story with the Audi. The new A3 Cabriolet is literally a sight better than the model that came before it, primarily because it has ditched the cutesy pseudo-hatchback bodystyle in favour of a three-box coupe shape.

Yes, whether it's better-looking or not is subjective, but I think the automobile's new look makes it appear more grown-up than before, which does wonders for its perceived value.

What's a little less subjective is how the current generation is streets ahead of the previous model in terms of quality and amenities. Not only does it sport an excellent infotainment system built on Audi's latest modular architecture, the materials used in the car's cabin positively ooze quality – a far cry from the basic aesthetic just one model generation ago.

As with the BMW, the biggest improvement to the new A3 Cabriolet is in the way it handles. The previous generation has

scuttle shake in spades. And even with the soft-top up, refinement is still sorely wanting.

Not so with the successor, because in addition to its more mature looks, it has refinement comparable to its bigger brother, the A5 Cabriolet. And I haven't even gotten to the new automobile's better handling manners.

Even if the improved dynamics of both automobiles isn't the sort of thing you're interested in, perhaps their impressive list of standard equipment would be more up your alley.

Both cars come with integrated satellite-navigation systems, powered roof mechanisms and selectable driving modes (to alter each vehicle's personality from languid to manic).

Where the pair differ greatly is their acceleration in a straight line – the BMW completes the benchmark zero-to-100km/h sprint in a relatively brisk 7.6 seconds, while the Audi takes a leisurely 10.2.

This is owing to their difference in power. The 220i Convertible is powered by a turbocharged 2-litre engine that develops 184bhp, while the A3 Cabriolet is propelled by a turbocharged 1.4-litre engine that produces a modest 125bhp.

This comparative lack of pace certainly doesn't gel with the



They're entry-level convertibles for their respective marques, but both have a high level of equipment worthy of more upmarket models.





WHETHER YOU PREFER THE “CRUISEY” AUDI OR THE “RACEY” BMW, THERE’S PLENTY TO LIKE ABOUT BOTH VEHICLES.



Audi’s speed-demon credentials, but then again, it has a price tag of \$194,300, which is about \$27,000 cheaper than the BMW’s. And it fetches a \$10,000 CEVS rebate, whereas the 220i is in the neutral band of CEVS.

The A3 Cabriolet is also more frugal with fuel (19.6km/L versus 16.1km/L) and attracts a lower road tax – \$500 per year versus \$968 (from Aug 1, 2015).

Of course, whether it’s the Audi or the BMW, both still cost a pretty penny. But remember, their respective bigger siblings (the A5 Cabriolet 2.0 and 420i Convertible) cost considerably more – a whopping \$103k more for the Audi and an extra \$55k for the BMW. Our topless Germans here are, therefore, two of the most affordable routes to owning a premium soft-top car.

Whether your taste leans more towards the “cruisey” (the Audi) or the “racey” (the BMW), there’s plenty to like about both vehicles. 🍷

 The BMW’s roof takes 20 seconds to deploy/retract, while the Audi’s completes the same operation in 18 seconds.



ENGINE	1997cc, 16-valves, inline-4, turbocharged
MAX POWER	184bhp at 5000-6250rpm
MAX TORQUE	270Nm at 1250-4500rpm
POWER TO WEIGHT	120.3bhp per tonne
GEARBOX	8-speed automatic with manual select
0-100KM/H	7.6 seconds
TOP SPEED	226km/h
CONSUMPTION	16.1km/L (combined)
CO2 EMISSION	152g/km
PRICE INCL. COE	\$221,800 (no CEVS rebate/surcharge)



ENGINE	1395cc, 16-valves, inline-4, turbocharged
MAX POWER	125bhp at 5000-6000rpm
MAX TORQUE	200Nm at 1400-4000rpm
POWER TO WEIGHT	91.6bhp per tonne
GEARBOX	7-speed dual-clutch with manual select
0-100KM/H	10.2 seconds
TOP SPEED	211km/h
CONSUMPTION	19.6km/L (combined)
CO2 EMISSION	119g/km
PRICE INCL. COE	\$194,300 (after \$10k CEVS rebate)





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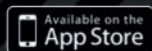
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TOYOTA ALPHARD

STORY JEREMY CHUA
PHOTOS VERNON WONG
ART DIRECTION MICHAEL CHIAN



BIG-TIMER'S ALPHA VAN

The all-new Toyota Alphard is everything a big-business man would want in a palatial MPV.





WE once had a colleague who was fond of saying: "Go big or go home." It refers to not using half-measures when doing anything. And if you don't go all-out, you shouldn't even bother trying.

It's probably also the mantra of the engineering and design teams behind the Toyota Alphard. In the world of multi-purpose vehicles, few models are as accomplished as the Alphard and its Vellfire sibling (see box story). Both models have elevated the business of moving people to another level.

An MPV's purpose is to ferry people. But while most, if not all, MPVs cater to family men, the Alphard is preferred by businessmen.

It's easy to see why an Alphard would be attractive to a big-business man who wishes to

make an equally huge statement. Apart from its aggressive looks (check out that ginormous front grille!), this MPV has downright imposing dimensions.

At nearly 5m long (4915mm, to be exact), its length is comparable to that of a limousine. And at just under 1.9m tall, this car even dwarfs the Rolls-Royce Phantom II by a whopping 257mm. Mind you, this new version's height is actually 10mm lower than the old one's, making it easier to fit inside multi-storey car parks.

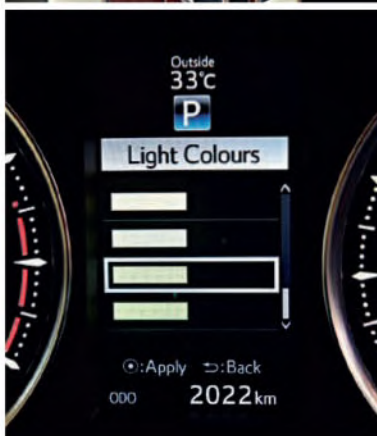
Toyota's designers were certainly intent on "going big", because the latest Alphard is bigger than its predecessor. The wheelbase is now 50mm longer, while the front and rear tracks have been widened by 20mm and 35mm respectively.

Apart from enhancing cabin space, the longer wheelbase also allows the sliding doors to go back 70mm further than before, thus making entry and egress easier than ever.

➡ The steering wheel controls are intuitive, but the helm itself is vague and offers little feedback.



➡ "Artsy" towkays can choose from one of 16 different mood-lighting colours (right), while rear passengers have their own set of air-con controls (far right).



The previous-generation vehicle is already known for its classy interior, but the latest model has raised standards up a notch. The overall build quality is higher, while the materials found inside feel softer than before.

The driver's seat is as cushy as I expect, while the front and lateral visibility remains excellent. Adding to the upmarket feel are the new instrument panel and InTouch Telematics infotainment system.

The former features the same nifty secondary display (from which drivers can adjust certain car settings), while the latter lets a user feel like a Jedi with the Air Gesture function, which allows radio station changes and volume adjustment using gestures. The infotainment unit also enables users to perform voice commands and access social media apps.

Big-business men, however,

will probably be lounging in the rear cabin while discussing their next acquisition. The captain's chairs in the second row are perfect for this. Equipped with ottoman footrests, these seats are the most comfortable ones in the entire cabin, allowing their occupants to literally kick their heels up following a successful business deal.

Now while the third-row seats in a "normal" MPV usually have enough space only for small children, the last row in the Alphard still qualifies as business-class accommodation. There's plenty of legroom even for adults up to 1.8m tall, and thanks to the aisle space between the aforementioned captain's chairs, access is easy, too.

Moving the two-tonne Alphard is a new 2.5-litre 4-cylinder that produces 179bhp and 235Nm.

POINT A (ALPHARD) TO POINT V (VELLFIRE)

The Toyota Vellfire is mechanically similar to the Alphard – both MPVs have the same dimensions and powertrain. However, although the Vellfire's front end is as monolithic as the Alphard's, its grille, headlights and rear end are markedly different. And in contrast to the Alphard's flaxen-coloured interior, the Vellfire's cabin comes in a dark hue and is adorned with black leather upholstery. Because the Vellfire (Elegance variant) costs the same as the Alphard Elegance, choosing one model over the other is just a question of aesthetics.

– JEREMY CHUA



Compared to the 2.4-litre engine in the older model, this one is 9bhp and 11Nm more powerful. The latest model is quicker than the previous one as well, managing the century sprint in 11.3 seconds, or 0.7 of a second quicker than its predecessor.

This Toyota delivers said performance in a refined manner, too. The engine, which drives the front wheels via a continuous variable transmission (CVT), does its duty quietly and smoothly. The CVT is also equally creamy – there's no droning or "elastic" effect, even when I'm pressing on.



BUSINESSMEN ON THE GO WILL FEEL ASSURED BY THE ALPHARD'S RIDE/HANDLING BALANCE.



Businessmen hurrying from one conference to the next will also feel assured by the car's ride/handling balance. Although comfort-biased, the suspension does a better job this time around when it comes to controlling body roll. The last version exhibits more body lean when cornering. This latest model feels more planted. The only downside is the slightly firmer ride.

Given the Alphard's size, it seems logical to assume that parking it is a nightmare. But since this MPV is boxy, it's actually easy to line it up straight in a carpark lot. And with powered sliding doors, cramped spaces aren't much of an issue either.

If you're a big-business man who needs to have your key staff with you on the go, this is the "alpha van" to consider. As the saying goes, you either go big or go home. 

 The new 2.5-litre engine is not only more powerful, but also more efficient than the 2.4-litre unit in the older model – it covers 1km more per litre of unleaded.

DRIVETRAIN

TYPE

Inline-4, 16-valves

CAPACITY

2494cc

BORE X STROKE

90mm x 98mm

COMPRESSION RATIO

10.4:1

MAX POWER

179bhp at 6000rpm

MAX TORQUE

235Nm at 4100rpm

POWER TO WEIGHT

88.4bhp per tonne

GEARBOX

CVT with 7-speed override

DRIVEN WHEELS

Front

PERFORMANCE

0-100KM/H

11.3 seconds

TOP SPEED

170km/h

CONSUMPTION

11.6km/L (combined)

CO2 EMISSION

200g/km

SUSPENSION

FRONT

MacPherson struts, coil springs

REAR

Double wishbones, coil springs



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Toyo Tranpath R30

SIZE

235/50 R18

SAFETY

AIRBAGS

7

TRACTION AIDS

ABS, S-VSC

MEASUREMENTS

LENGTH

4915mm

WIDTH

1850mm

HEIGHT

1895mm

WHEELBASE

3000mm

KERB WEIGHT

2025kg

TURNING CIRCLE

11.6m

BUYING IT

PRICE INCL. COE

\$208,888 (after \$5k CEVS surcharge)

WARRANTY

3 years/100,000km



MASSIVE ROAD PRESENCE, COMFY AND SPACIOUS CABIN, REFINED ENGINE



SLIGHTLY FIRM RIDE, VAGUE STEERING, INFOTAINMENT COULD BE BETTER

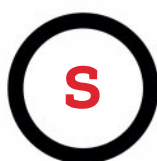
LAMBORGHINI AVENTADOR LP750-4 SUPERVELOCE

STORY DR ANDRE LAM
LOCATION CATALUNYA, SPAIN



SUPER VELOCITY

Lamborghini has made its fastest, greatest supercar even faster and greater.



SUPERVELOCE simply means high speed, although Lamborghini insists it means extreme speed. Either way, it sounds better in Italian.

Lamborghini first used the term for its 1971 Miura, skipped it for the Countach, and used it again in 1995 for the Diablo. The Murcielago also featured an SV in 2009 as the run-out model.

Superverloce is Lamborghini's time-tested formula that comprises body lightening, chassis/suspension uprating and engine tuning. The price, too, is "tuned" upwards.

If you think the regular Aventador already looks hot, then the SV variant will sear your retinas from a hundred paces. The huge rear wing, redesigned front nose, plus longer and deeper spoilers and splitters are guaranteed to rock your world.

That rear wing can be manually adjusted to one of three different positions to suit a driving style or particular circuit, trading downforce for reduced drag or vice versa.

Downforce is not all due to the rear wing, though, as the large rear diffuser on the underside replete with vertical fins uses the exiting air from the flat underbody to generate additional downforce.

The new aerodynamic package increases the overall downforce to between 182kg and 218kg, compared to the standard Aventador's 74kg, but it is the front that has received the most attention because it is key to the vehicle's aerodynamic balance.

Getting huge amounts of rear downforce is a no-brainer, but achieving a front-rear balance at the same time is difficult without a similar spoiler over the front bonnet. Increased front downforce improves steering stability and turn-in behaviour.

By choosing one of the three

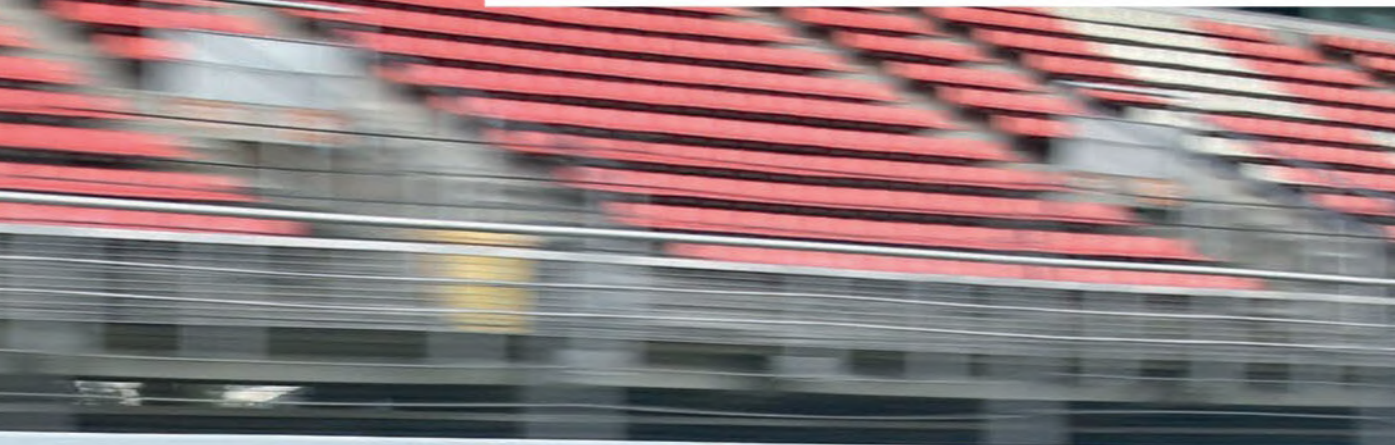
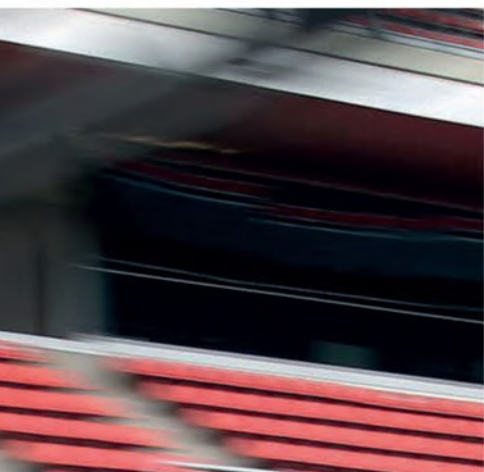






LAMBORGHINI **AVENTADOR LP750-4 SUPERVELOCE**





“
WHAT IT SOUNDS LIKE
IS A ROCK CONCERT
WITH MILLION-WATT
LOUDSPEAKERS.
”



rear wing angles, for instance, one can tune the SV's handling for a neutral stance in high-speed corners.

The devil's office is all decked out in black upholstery and flame-red accents (or another matching colour of the buyer's choice) to complement the exterior finish.

It is also the first cabin to receive a new upholstery dubbed Carbon Skin, which is a composite of woven carbon fibre and a special resin that's tough yet soft to the touch. It clads certain areas of the cockpit, such as the headlining.

Much of the Superveloce's interior architecture is straight from the Aventador, but the carbon fibre sports bucket seats are new. They also save weight, as does the deliberate removal of sound insulation, which has made the carbon fibre chassis visible. Lamborghini even deleted the entire infotainment

system to save weight, but it can be "put back" as a no-cost factory option.

If the whole cabin comes across as spartan and nearly severe, it was all done for the sake of saving weight.

Lamborghini thought long and hard about giving the instrument panel LCD a few user-selectable graphics, but decided that it needs to be just that one showing the engine revs and gear number in the boldest possible manner, with the car's speed relegated to a small speck at the lower corner of the screen.

Is it effective? Perhaps, but anyway I was too focused on keeping the Aventador SV on the racing line to notice how fast I was going.

Did Lamborghini engineers really lighten what is already the most advanced carbon fibre monocoque body in the automotive kingdom? Yes, they

Rear wing can be manually adjusted to one of three different positions to modify the downforce/drag factor.

did. Remarkably, they managed to lower the kerb weight by 50kg through an exhaustive process of careful material substitution and feature deletion.

They even cut some weight from the rear fenders and rocker panels by using what Lamborghini calls SMC Superlight. Also, by replacing the active rear spoiler and its mechanism with a fixed carbon fibre wing, they realised further significant weight savings.

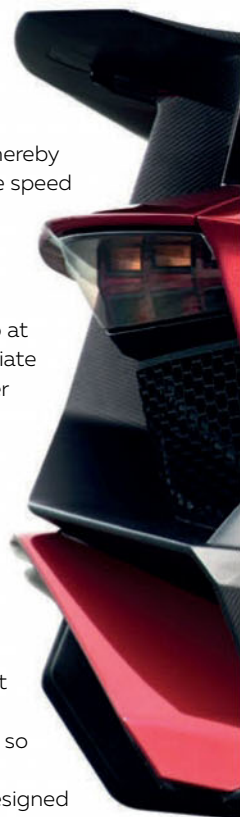
There's also a lightweight exhaust system – which must be so light because it probably has no innards at all – accounting for the wicked exhaust note that sounds more like a straight-through pipe.

But it can still slip past strict EU noise regulations, thanks to the bypass valve that keeps a lid on things until you hit Sport or Corsa mode.

The V12 has been remapped to take advantage of the lower exhaust backpressure, thereby allowing the peak engine speed to increase to 8500rpm and the peak power of 750bhp to be liberated at 8400rpm instead of the Aventador's 700bhp at 8250rpm. I really appreciate the naturally linear power delivery of a naturally aspirated 12-cylinder.

At full chat, it wails like a naturally aspirated Formula One racecar. It does not just make my hairs stand on end – it sings them off. What it sounds like is a rock concert with million-watt loudspeakers. Blowing my mind has never been so literal or loud.

The Aventador was designed for in-board suspension with a fixed damper rate, albeit a well-chosen one. For the SV, they have switched to a Magneto Rheological Suspension (MRS)



“
**THIS 750BHP
MONSTER WILL
BITE BACK IF
MISHANDLED, BUT
TREATED WITH
SKILL AND RESPECT,
IT IS A BLAST.**
”

system to get a wider damping range that would suit serious track work, yet be acceptable on the road.

As this test-drive is restricted to the Catalunya circuit, I can only ascertain that the damping is perfect for track days. As for comfort on normal public tarmac, I can only speculate, as even the service roads to the pit lane are too perfect to induce any harshness.

The SV is equipped with Lamborghini Dynamic Steering (LDS), a variable-ratio electro-mechanical system that has been carefully reprogrammed to suit high-performance driving.

Depending on the car's velocity, it varies the assistance and steering ratio to make it easy to pilot through city streets

and car parks, without being nervous on open roads and speed-unlimited highways.

The big surprise is the new Lambo SV has actually taken on Germany's Green Hell and lapped it in under 7 minutes. This will certainly cause unease not just at Ferrari but Porsche as well.

Here is how it reads: zero to 100km/h in 2.8 seconds, zero to 200km/h in 8.6, zero to 300km/h in 24, top speed in excess of 350km/h and Nordschliefe in 6 minutes, 59.73 seconds. This is devastatingly fast in anybody's books.

Lamborghini uses the automated manual transmission called Independent Shifting Rods (ISR) from Italian gearbox specialist firm Graziano. It's capable of handling 750bhp and





690Nm, yet it weighs just 74kg.

Its shift time has been whittled down to just 50 milliseconds, which actually makes the gearshifts less violent than in the standard Aventador. However, you'll only get the quickest shifts in Corsa or Sport mode. The ISR might not be smooth as a dual-clutch, but its "slamming" gearchanges are perfectly in sync with the nature of this beast.

In Sport mode, you can use either auto or manual shifting, but Corsa only allows manual shifting. Sport-Auto is interesting because it'll perform automatic shifts all around the track, downshifting perfectly to keep the engine close to full power at any time.

The resulting acceleration is mind-boggling, jumping to speeds of well over 200km/h in

a flash. Good thing the carbon-ceramic disc brakes are up to the task of wiping off the speed – repeatedly and consistently.

If all the shifting is taken care of by the car's computer, I can fully concentrate on getting familiarised with the racetrack, as all I need to do is brake and steer.

Switching over to Corsa mode is more challenging, as I need to get all the shifts right. But when I do, it's far more satisfying than in Sport-Auto.

Strada mode is really for the "transport stage" – to get to and from the track or your favourite stretch of road, as the ESP is too intrusive, cutting in way too early for any fun. However, it tries to deliver the smoothest shifts the ISR transmission is capable of, which means better than a three-pedal car but worse than

a dual-clutch DSG. Strada also puts the MagnaRide suspension in its softest setting to get a better ride.

Sport or Corsa mode attenuates the electronic guardians so much that the handling gets substantially more playful, letting the tail step readily into oversteer to the point that it needs steering correction to recover.

As the chassis is so readable and predictable, I soon learn to exploit the limits and play with this 750bhp monster. It's no teddy bear, though, as it will bite back if mishandled. But treated with skill and respect, it is a blast.

The SV is equipped with the Haldex Generation IV electronically controlled all-wheel-drive system, which distributes torque between front and rear in an active manner.

No infotainment, no insulation – this is an environment dedicated to extreme performance and super velocities.



Up to 60 percent can be sent to the front or 90 percent to the rear, depending on the situation, in just milliseconds. There is a self-locking differential in the rear axle and an electronic differential in front. These are controlled by the ESP, which changes the characteristics according to the settings for Strada, Sport or Corsa.

Amazingly, the SV feels like a well-sorted analogue machine on the track, without that artificial turn-in sensation that an active rear differential provides.

Corrections by the computer are so subtle that they seem to be entirely the driver's effort. The chassis tuning is simply brilliant, giving advanced drivers like myself almost complete access to the tremendous handling capabilities of the supercar.

I think my adrenals have been drained flat for the next few months and the devil now owns my soul. The Aventador Superveloce is in your face, provocatively sexy and mind-bendingly fast. At this point, Lamborghini has sold 500 of the 600 units to be built. 🚀



DRIVETRAIN

TYPE
V12, 48-valves

CAPACITY
6498cc

BORE X STROKE
95mm x 76.4mm

COMPRESSION RATIO
11.8:1

MAX POWER
750bhp at 8400rpm

MAX TORQUE
690Nm at 5500rpm

POWER TO WEIGHT
491.8bhp per tonne

GEARBOX
7-speed automated manual

DRIVEN WHEELS
All

PERFORMANCE

0-100KM/H
2.8 seconds

TOP SPEED
Over 350km/h

CONSUMPTION
6.3km/L (combined)

CO2 EMISSION
370g/km

SUSPENSION

FRONT
Double wishbones, in-board magneto-rheological dampers with pushrod system

REAR
Double wishbones, in-board magneto-rheological dampers with pushrod system



BRAKES

FRONT / REAR
Ventilated carbon-ceramic discs

TYRES

TYPE
Pirelli P Zero Corsa

SIZE
255/35 R20 (front), 355/25 R21 (rear)

SAFETY

AIRBAGS
6

TRACTION AIDS
ABS, ESP

MEASUREMENTS

LENGTH
4835mm

WIDTH
2030mm

HEIGHT
1136mm

WHEELBASE
2700mm

KERB WEIGHT
1525kg

TURNING CIRCLE
12.5m

BUYING IT

PRICE EXCL. COE
\$188 million (after \$30k CEVS surcharge)

WARRANTY
3 years/100,000km



+ AWESOME LOOKS, AWESOME PERFORMANCE, AWESOME EXPERIENCE AT THE WHEEL

— ANTI-SOCIAL EFFECTS, POOR GROUND CLEARANCE, HIGH PRICE

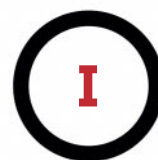
MINI JOHN COOPER WORKS 6MT

STORY SHREEJIT CHANGAROTH
LOCATION MALLORCA, SPAIN



THREE-PEDAL POCKET ROCKET

The new John Cooper Works is even more fun to drive with the 6-speed manual transmission.



IF you love working a clutch pedal and changing gears yourself, the manual version of MINI's most powerful model can be your automotive soulmate on both road and racetrack.

Some of you reading this may not have driven a car with a manual transmission. Even fewer people drive one daily. This is because the default gearbox you get with most of the cars in



ENGINE	1998cc, 16-valves, inline-4, turbocharged
MAX POWER	231bhp at 5200-6000rpm
MAX TORQUE	320Nm at 1250-4800rpm
POWER TO WEIGHT	191.7bhp per tonne
GEARBOX	6-speed manual
0-100KM/H	6.3 seconds
TOP SPEED	245km/h
CONSUMPTION	14.9km/L (combined)
CO2 EMISSION	155g/km
PRICE INCL. COE	\$205,300 (no CEVS rebate/surcharge)



Singapore is an automatic, with two pedals in the driver's footwell. It's no secret that three-pedal cars are fast disappearing from our roads.

Well, I drive a "manual transmission" every day. For this petrolhead at least, it's enjoyable exercising my left leg/foot for the clutch pedal and using my left arm/hand to row through the gears. So it is with some satisfaction that I get to test a hot new MINI JCW with manual transmission.

While the 6-speed automatic John Cooper Works (JCW) is a joy to drive, the 6-speed manual version is even more joyful, because you have full control of the gears, and the gearbox slips sweetly into any of them. On the Mallorca circuit where I drive the manual JCW, it's streets ahead of the auto version if you want to play hard with the most powerful MINI in history.

The new JCW is powered by a delectable 2-litre, 16-valves

turbocharged motor that punches out 320Nm of torque from just a little above idling speed. Maximum twisting force is delivered all the way from 1250rpm to 4800rpm.

But the JCW is not merely about torque or power (231bhp between 5200rpm and 6000rpm). The chassis has received highly effective tweaks that include lightweight suspension components, Brembo brakes and a stiffer spring/damper setup compared to the Cooper S.

The front-wheel-drive MINI JCW takes to the track like a pro, with the grip, poise and traction to humble a V8 racecar. It is so easy to pilot the JCW on a racetrack and have fun while doing so. The manual gearbox adds to the experience.

The car's front-end grip is only a problem if you get really aggressive (or untidy), but

even then, standard Electronic Differential Lock Control (EDLC) takes care of excessive wheelspin. Lift your foot off the accelerator suddenly in mid-corner and the JCW tightens its cornering line, with a mild flick of its rear end that doesn't threaten to develop into oversteer.

Also standard on the JCW are Dynamic Traction Control (DTC) and Dynamic Stability Control (DSC). In my opinion, the best way to drive the manual version of this automobile on the track is to switch off all the electronic aids, which you can.

The manual John Cooper Work is available on special order, but it costs the same as the automatic variant, and the buyer has to wait at least two months for delivery.

Even at over \$200,000, MINI's new three-pedal pocket rocket boasts a fun-per-dollar quotient that's hard to match. 🚗


Playing with the JCW engine's 231bhp and 320Nm is more satisfying with the manual gearbox than with the automatic.

PORSCHE 911 GT3 RS

STORY DR ANDRE LAM
LOCATION BILSTER BERG, GERMANY



DRIVER'S
LICENCE

4

NUMBER
OF PORSCHE
OWNED



DR ANDRE LAM

Torque's Porscheophile has a love-hate relationship with the new 911 GT3 RS, and he wants to re-mortgage his house for it.

GENUINE "RENN SPORT" LEGEND

In RS specification, Porsche's signature sports car has turned into a legendary hero for both road and track.





THERE are few cars in the world as covetable as the 911 GT3 RS. The road-legal racecar is a very desirable collectible – one that appreciates in value the moment it is purchased, with the exception of high-tax countries such as Singapore, where car prices are artificially inflated.

I'm at the Blister Berg Circuit in Germany, the same place where Porsche launched the 911 Turbo and Turbo S two years ago. I can't wait to put the new GT3 RS through its scorching paces.

Without a doubt, this is the 991 model that causes the deepest visceral stirrings. Demure it is not, and you better not be bashful if you want to drive one of these.

It has the maddest aero addenda of any Porsche today, and according to Mr GT3, Andreas Preuninger, the aerodynamic package of this latest GT3 RS is the most effective of any of the roadgoing cars it has today.

Said aero package delivers up to 345kg of downforce at 300km/h, but only increases drag by just one point to 0.34 Cd compared to the regular GT3.

Much of that is contributed by the big rear wing, but front-to-rear balance is equally important, as the nose can get too light if the tweaking to the rear is too enthusiastic.

To get around a third of the downforce at the front axle, the engineers designed vents above the front wheel arches to relieve pressure that builds up in the wheel wells. These vents nearly double the available downforce at the front axle to 121kg without needing ugly vanes ahead of the front fenders.

As the 911 Turbo body comes





complete with a pair of gaping holes in front of the rear fenders, Prueninger tells us the new vents now become the natural path of the induction intakes instead of the intercoolers. Consequently, the car has a unique intake roar that “projects” forward from the ports. Wind down the windows and it’s a furious wail unheard in any previous 911.

There is also a ram-air effect, boosting power at high speed beyond the dyno-certified 500bhp to about 510bhp.

The 991 GT3 already has a widebody, but since the 991 Turbo has an even wider body,



That steering wheel offers millimetric precision and fantastic chassis-to-driver conversation.



“THE NEW 911 GT3 RS HAS THE MADDEST AND MOST EFFECTIVE AERO ADDENDA OF ANY PORSCHE TODAY.”

the motorsport engineers wanted to capitalise on its handling advantage for the new GT3 RS. The wider body, while sturdier, is also heavier, which goes against the lightweight philosophy of Porsche RS.

Making weight reduction more difficult are the must-have 21-inch rear wheels and much larger tyres all around.

Those tyres come directly off the 918 hypercar and bear a much bigger performance envelope than even the 911 Turbo S. In fact, seeing the GT3 RS with its 265/35 R20



front and 325/30 R21 rear Michelin Pilot Sport Cup 2 tyres makes the Turbo S appear to have skinny snow tyres.

Why such an extreme specification? During the Nordschliefe shakedown for the 918, the Porsche Motorsport development team became so enamoured of the tyres' phenomenal grip and progressive handling that they didn't wait for Michelin to homologate another specific set for the new GT3 RS. It simply received the same footwear as the 918.

The weight-shedding programme began in earnest with the roof of the RS. It's a magnesium composite – one that's both lighter and stiffer than a carbon fibre roof. It saves 1kg, but every bit helps, especially if it's weight taken from "above" the cabin, which would lower the centre of gravity more effectively than if the weight came off the bumpers.

Speaking of which, the rear bumper is made of lightweight

polyurethane, which sheds another kilogram. The material is used in conjunction with carbon fibre reinforced plastic (CFRP) and aluminum for the engine cover and rear spoiler, resulting in a nett zero kerb-weight change despite the size of said spoiler.

Carbon fibre has not been forsaken, of course. It is used in the front bonnet, saving 2.2kg, and in the front fenders, saving at least half the weight of the GT3's original aluminium items. The front bonnet is now CFRP instead of aluminum, saving 1.5kg more. The use of clear polycarbonate for the rear windscreen and side quarter-windows saves 3.3kg.

The Porsche folks also cut 1.5kg from the wiring harness and installed a special lithium-ion battery that weighs 4kg less than a normal one.

Moreover, the cabin's sound-deadening insulation has been removed, and lighter-than-leather Alcantara adorns much of the interior.

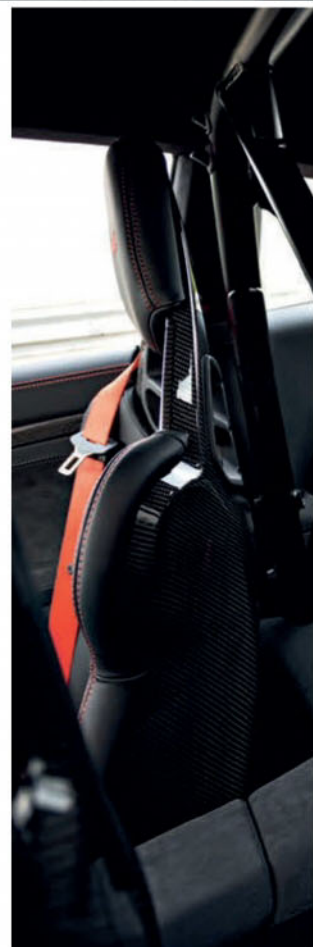
All in all, the engineers

managed to offset, by more than 10kg, the major heavy items that equip the new GT3 RS, namely its 4-litre engine, bigger wheels, fatter tyres and bolted-on roll cage.

As always, the cockpit of the RS is a place of business, where luxury has been thrown out the door. Thankfully, Porsche did not resort to plain door cards – the standard door panels are still there, complete with armrests and proper grab handles, but the door openers have been replaced by nylon straps, which save a grand total of 400g!

The rest of the interior is suitably sombre, but with splashes of colour-coded Alcantara here and there. The special Clubsport elements standard in the RS are the 918-derived carbon fibre seats, fire extinguisher and roll cage.

Something new in the RS is a Pit Speed button on the centre console. This is a speed limiter for the pit lane during track days (or outright race days). User-programmable for





C In Clubsport configuration, the 911 GT3 RS is even more eager to hit the track and do fast laps.

between 40km/h and 130km/h, the device works only when the gearbox is in manual-shift mode, and it also deactivates all the electronics that help to stabilise the car, so you better know what you're doing – in the paddock or anywhere else at the racetrack.

Porsche's Motorsport arm has long been obsessed with Nordschliefe lap times. This latest GT3 RS clocked an impressive 7 minutes, 20 seconds – two seconds speedier than the mighty 620bhp GT2 RS. For the record, the regular 991 GT3 did it in 7:25, the 991 Turbo S did it in 7:26, while the 997 GT3 RS 4.0 clocked 7:27.

According to Preuninger, these are serious lap times achieved by serious professional

drivers, and he doesn't expect or encourage new GT3 owners to duplicate the feat.

That said, the racetrack is the true home of the 911 GT3, and here I am at the Blister Berg Drive Resort, ready for a morning of hot laps. The pace cars are 991 Turbo S coupes driven at flank speed by Porsche's development drivers. I see those cars drifting at alarming angles in certain corners, which suggest that the pro drivers are using all the capabilities of the Turbo S to stay ahead of the chasing GT3 RSs.

For me, I'm comfortably within the car's substantial handling envelope, with room to spare. Opening more of a gap behind the lead car gives me an opportunity to push harder in places. With 150kg to 250kg of aerodynamic downforce acting on the GT3 RS in the fastest corners, it's pretty hard to make the car run wide.

Also, the gumball PS Cup 2 tyres really refuse to relinquish their grip, so I deliberately provoke them with the throttle pedal. The Porsche Stability Management (PSM) stays on, though, so it's hard to say whether it's my corrective actions or electronic nannies that save the car from the provocation.

“
**THIS IS A SERIOUS
SPORTS CAR FOR AN
EQUALLY SERIOUS
DRIVER.**
”

PORSCHE 911 GT3 RS

It is unnerving to have a sports car oversteer at high speeds, but the behaviour is clearly signalled in the GT3 RS, whose brilliant chassis responds faithfully to the corrections done to get the car back in line.

The power from the new 4-litre engine is as linear as it gets, reacting exactly to my right foot's pressure on the accelerator and delivering the precise amount of power to hold the long, quick drift.

When all 500 Porsche horses are called upon, they act with such a well-measured fury that I'm not intimidated at all.

They're powerful, too, enabling the GT3 RS to keep up with the 560bhp Turbo S on the straights and yielding just a little ground when the massive torque of the Turbo S kicks in.

Thanks to the optimised close-ratios of the GT3's beefed-up PDK dual-clutch transmission, the 500bhp is put to maximum use in every one of the seven gears, unlike

the long-legged ratios of the Turbo. A nice surprise is a bit of a thump from the GT3 gearbox when it's in max attack mode.

The PSM algorithms of the rear-steer-axle Turbo S "make" the driver drive better than he can, but they're different for the GT3 RS, so the driver has to be good in the first place. In the RS, the rear-steer-axle is a performance enhancement that keeps the car stable, all the way to 1.8g if you can/dare.

While the handling and cornering grip have been improved substantially, the track-tuned suspension still provides decent everyday comfort.

On the roads surrounding Bilster Berg Circuit, the oh-so-precise steering possesses a lot more feel than the GT3, whose helm is already more communicative than the standard 911 Carrera's. The suspension suppleness of the GT3, despite it being the tautest of all roadgoing 911s, is amazing. It is, by a small margin,



THIS SUPERB NUMBER IS GIFTED WITH PORSCHE'S DNA, DISTILLED TO THE BARE ESSENCE.



The car's carbon wing is held aloft by forged aluminium uprights.





These type-approved, multi-slat vents in the carbon fenders reduce the overpressure created by the turning 20-inch wheels.

the most comfortable 911 to ever wear the RS tag, and not too far from the daily comfort of a basic Carrera. And this street-legal racer is an auto!

The new 911 GT3 RS is one car I hate to love, but I love it to bits. It's a serious sports car for an equally serious driver who can fork out almost \$900k for it. This superb number has been gifted with Porsche's DNA, distilled to the bare essence and combined with all the company's motorsport know-how accumulated over the decades. And it shows.

As the owner of an all-analogue 997 GT3 RS, I wanted to believe that Porsche could never better that car's hydraulic power steering and bullet-proof "Mezger" engine. But the new 991 GT3 RS completely shatters that notion. I wonder if my house can be re-mortgaged... 🏠

DRIVETRAIN

TYPE

Flat-6, 24-valves

CAPACITY

3996cc

BORE X STROKE

102mm x 81.5mm

COMPRESSION RATIO

12.9:1

MAX POWER

500bhp at 8250rpm

MAX TORQUE

460Nm at 6250rpm

POWER TO WEIGHT

352.1bhp per tonne

GEARBOX

7-speed dual-clutch with manual select

DRIVEN WHEELS

Rear

PERFORMANCE

0-100KM/H

3.3 seconds

TOP SPEED

310km/h

CONSUMPTION

7.9km/L (combined)

CO2 EMISSION

296g/km

SUSPENSION

FRONT

MacPherson struts, coil springs, electronically controlled dampers, anti-roll bar

REAR

Multi-link, coil springs, electronically controlled dampers, anti-roll bar



BRAKES

FRONT / REAR

Ventilated discs

TYRES

TYPE

Michelin Pilot Sport Cup 2

SIZE

265/35 R20 (front), 325/30 R21 (rear)

SAFETY

AIRBAGS

6

TRACTION AIDS

ABS, PSM

MEASUREMENTS

LENGTH

4545mm

WIDTH

1880mm

HEIGHT

1291mm

WHEELBASE

2457mm

KERB WEIGHT

1420kg

TURNING CIRCLE

11.1m

BUYING IT

PRICE EXCL. COE

\$797,888 (after \$30k CEVS surcharge)

WARRANTY

5 years/100,000km



BANK VAULT SOLIDITY, UBER-PRECISE DRIVEABILITY, PURE PORSCHE DNA



COSTS \$160K MORE THAN THE 911 GT3, RETIRES THE "MEZGER" ENGINE

BMW S1000XR

STORY KEVIN CHIN
LOCATION BARCELONA, SPAIN



REAL ALL-ROUNDER

The new BMW S1000XR is half sports bike, half adventure bike and all fun.



WE'RE used to seeing bike manufacturers strip the fairing off their flagship superbike, detune it for less power, strap on higher handlebars, and then call their creation a supernaked. But what happens when you take a supernaked, throw in even higher bars, raise its suspension and give it touring capabilities? The result is the brilliant BMW S1000XR.

Like the offspring between BMW's near 200bhp superbike, the S1000RR, and the best-

selling adventure bike in the world, the R1250GS, the S1000XR fuses the creature comforts of the GS with the potency of the S1000RR's chassis and ferocious engine.

Based on the detuned 999cc, 160bhp 4-cylinder as seen in the S1000R (the naked version of the S1000RR), the S1000XR spots a new frame, a tall windscreen for touring, longer-travel suspension, a longer swingarm for better stability, a new lower exhaust system to accommodate the optional full-sized side panniers, and enough riding modes and riding aids to give the Starship Enterprise a surprise.

Despite its setup, the way the



S1000XR devours corners is nothing short of amazing, thanks in part to an authoritative upright-riding position and the bike's excellent electronics package.

Besides traction control, it also features ABS Pro and BMW's latest quick-shifter that enables you to shift not just up but also down, without using the clutch.


The S1000XR combines the best attributes of the S1000RR superbike and the R1250GS adventure bike.



ENGINE	999cc, 16-valves, inline-4
MAX POWER	160bhp at 11,000rpm
MAX TORQUE	112Nm at 9250rpm
POWER TO WEIGHT	702.7bhp per tonne
GEARBOX	6-speed manual
0-100KM/H	3.1 seconds (estimated)
TOP SPEED	200km/h
CONSUMPTION	22.7km/L (highway)
PRICE INCL. COE	To be announced

ABS Pro prevents front-wheel washout when too much front brake is applied going into a corner, which means you can take huge liberties when it comes to corner speed. BMW says that even if you jam the front brake at full lean, sensors will stand the bike up gently.

For less experienced riders, the bike's electronics do away with unnecessary distractions such as blipping the throttle on downshifts and applying the correct braking technique into a corner, thus making it easier to focus on the task at hand.

Riding modes and suspension firmness can be adjusted on the fly. There's Rain, Road, Dynamic and Dynamic Pro, with the last meant for track-day heroes who want to eke out that last millisecond by disabling all safety and riding aids. But unless your last name is Rossi, you'll probably be faster (and safer) in Dynamic mode, which gives you just enough leeway to live your MotoGP dreams.

The S1000XR's engine is a real treat. Ultra-smooth, with bags of power, the bike pulls hard and in a linear manner all the way to its 11,000rpm redline, accompanied by an addictive howl from the exhaust system.

It may lack the manic top-end rush of the S1000RR, but you'll hardly miss it unless you're racing on a track. It's possible to use anywhere from 2nd to 6th gear in the bends – proof of the engine's muscle and flexibility.

While an engine buzz around 5000-6000rpm is evident, it

isn't serious enough to cause the dreaded "pins and needles" sensation in my hands after long stints on the saddle.

This is called an "adventure sports bike", but the S1000XR is so ridiculously easy to ride and its engine so racy that you can't help thrashing it at every opportunity.

There are lighter, more agile bikes out there, such as the Ducati Multistrada, but none of them is as stable and reassuring, or have such advanced electronics, as this Bimmer.

Once you're done satisfying your inner hooligan, set the bike to Road mode and it becomes a relaxing, comfortable tourer.

Forward visibility is fantastic, the riding position is comfortable, and there are different ride and seat heights to cater to vertically inclined riders.

And despite 160bhp between your legs, the bike's fly-by-wire throttle is so flawless that even snatchy-handed beginners will have no problems managing all that Bimmer power.

Let's face it – unless you intend to cross the Sahara or ride through the Andes, the continent-crossing ability of the GS is a little redundant.

For regular riders who spend most of their time on the black stuff, the S1000XR makes far more sense. Its on-road prowess far exceeds that of the GS. And if you want to play explorer, it will even oblige a dirt trial or two.

Is this the world's most complete bike at the moment? Every shred of it seems to suggest it very well could be. 🍷

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Kings of Leon.
Everybody Wants
to Rule the World.**

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THIS IS HOME

One nation, one Singapore and two BMWs – a classic M3
and a futuristic i3, parked in contrasting Lion City dioramas.

•Words David Ting •Photos Tan Meng Choon •Art Direction Michael Chian

POINT A TO POINT B, C, D...

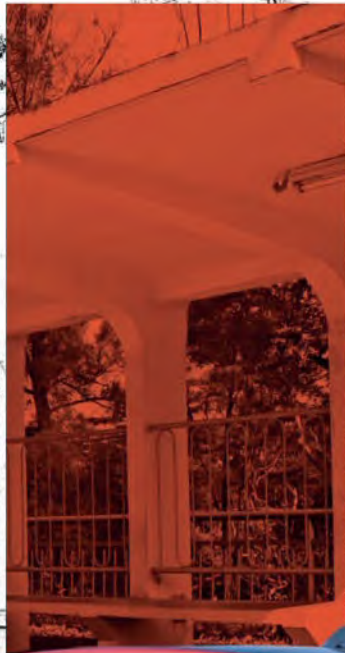
Trains, planes and automobiles – Singapore boasts one of the best transport networks in all of Asia.





**154KM OF
RAILWAY TRACKS**

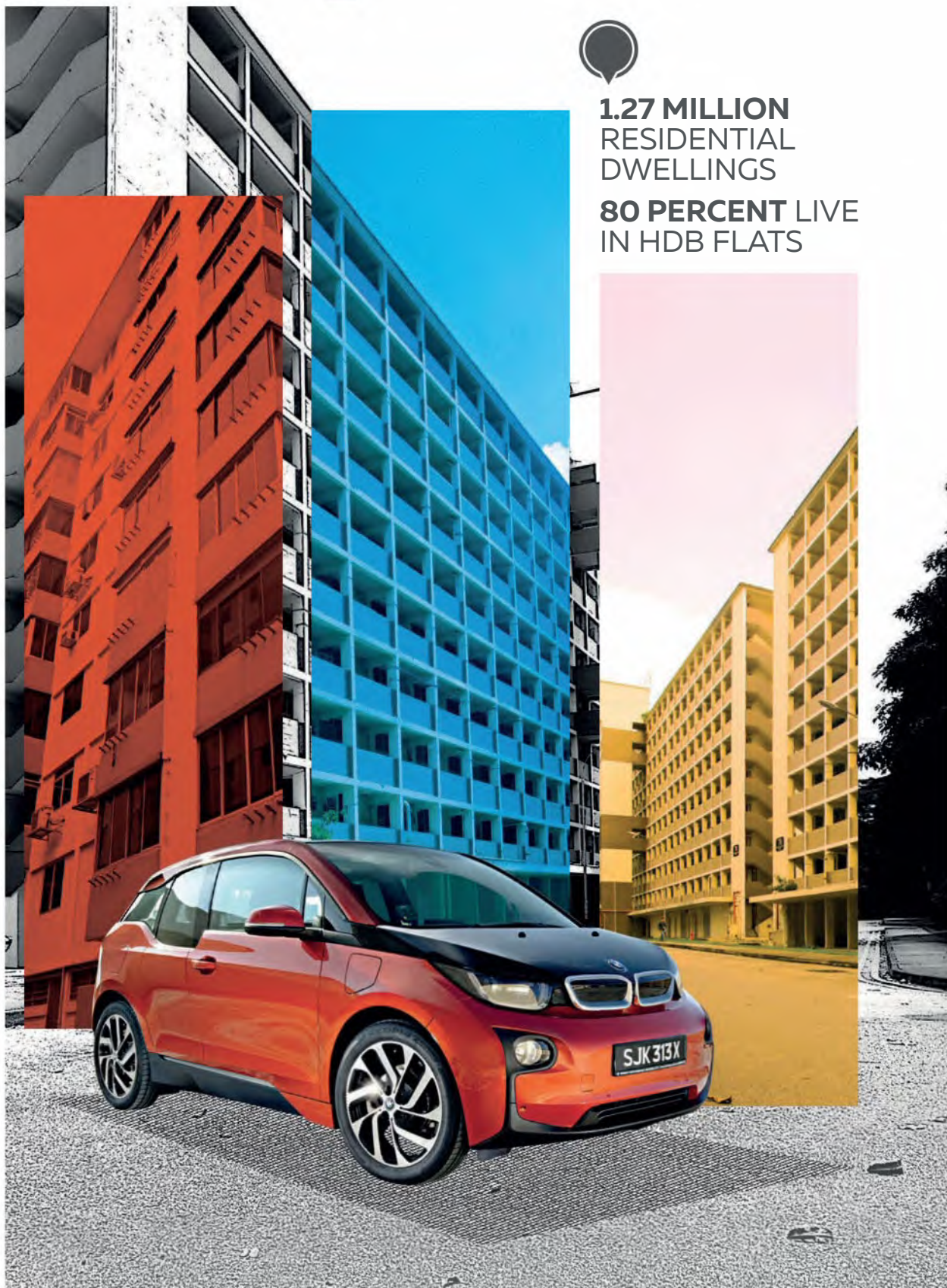
**9233KM OF
ROAD LANES**





1.27 MILLION
RESIDENTIAL
DWELLINGS

80 PERCENT LIVE
IN HDB FLATS





HOME IS WHERE THE HEART IS

Public housing is one of the
greatest chapters in Singapore's
50-year success story as an
independent nation.

PROSPERITY AND PROGRESS

Singapore's economy is a global beacon that shines not only from the port, but also from the different industries that thrive here



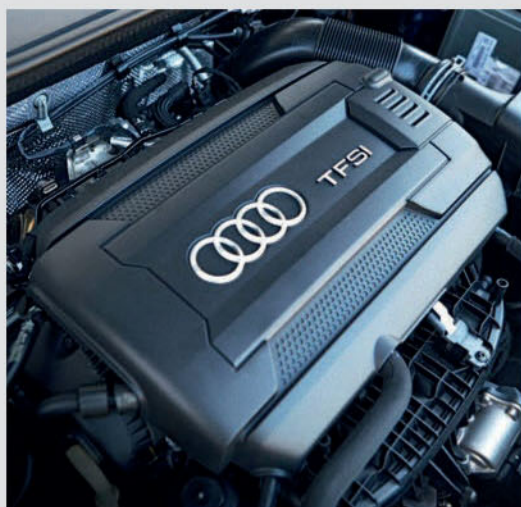


\$390 BILLION
GROSS DOMESTIC
PRODUCT

US\$256 BILLION
IN TOTAL FOREIGN
RESERVES

OLDER OR YOUNGER?

After testing Audi's latest TT, editor David feels even older while senior writer Jeremy feels much younger.



THE previous generation of the Audi TT didn't invent the sub-2000cc two-door coupe segment in Singapore. But it did become the segment's "911", thanks to its distinctive design, high quality and stirring Teutonic performance.

Now there's a new TT in town, with an edgier design, even higher quality (plus high-tech features) and

stronger yet more economical performance. It's the hot new "poster toy" for the German compact coupe category.

After playing with the big "TToy", *Torque's* two big boys are not on the same page.

Fortysomething David thinks it adds 10 years to his age, whereas 30something Jeremy reckons it subtracts 10 years from his...



New TT's ultra up-to-date cockpit suits our young man, Jeremy (far left), better than our old man, David.

•• **JEREMY CHUA (JC):** This coupe should have made you feel younger because everything about it is modern. From its aluminium-intensive body and sharp styling to its advanced virtual cockpit, there's nothing old about the new TT. It makes me feel like a much younger man when I'm behind the wheel.

•• **DAVID TING (DT):** Well, it turns me into a much older man when I'm behind the wheel. Ironically, it's the TT's sheer modernity that gives me a strange feeling of great antiquity. That advanced cockpit, for instance, is not only ahead of its time, it's also way ahead of mine. After all, I was probably the last person at the office to switch to a smartphone, which also makes me feel like a stupid old man.

•• **JC:** Switching to a smartphone was a smart thing to do, and by doing so, I bet it made you feel part of the "in" crowd. Your smartphone lets you do more than you ever could with a "stupidphone", and that's what the new TT offers, too. The all-digital instrument cluster has a bigger and sharper screen, faster menu-loading times and fantastic new options for you to choose from — just like your snazzy smartphone.

•• **DT:** This old man only needs to set the air-con and program the audio system. I don't want any more information, entertainment and infotainment than I can handle while driving the TT quickly. And this thing is quick — much quicker than this Ting. The sports car makes me feel so inert and senile

while trying to keep up with its youthful performance.

•• **JC:** The TT is certainly quick and dynamic. Keeping up with this car is another big reason why it makes me feel younger and more boyracer, with an emphasis on the boy aspect. Because it requires more out of me mentally, I feel more alive on the move. Besides, learning new technologies and getting to grips with modern systems are exactly what will keep us from going senile. That, I'm sure you can agree with.

•• **DT:** I guess I can agree with that, unless the senility and inertia are already present, in which case, the TT adds a decade to my age and takes me closer to my CPF withdrawal at 55. 🙄

“
ITS SHEER
MODERNITY
GIVES ME A FEELING
OF ANTIQUITY.
”

“
KEEPING UP
WITH IT MAKES ME
FEEL YOUNGER AND
MORE BOYRACER.
”





FEATURE ROAD TRIP

STORY KEVIN CHIN



SEEING RED, FEELING GREAT

Our superbike reviewer got a fleeting taste of supercar ownership on this Ferrari driveway.





NO matter where your supercar loyalties lie, driving a Ferrari is always a special experience. So when someone asked if I would like to tag along on the inaugural Ferrari South East Asia Grand Tour, in my very own Ferrari (on loan) for four whole days, all I could do was pinch myself, thank the motoring gods (or in this case, my editor) and quickly reschedule all other appointments.

The tour saw Ferraris from Singapore, Malaysia and Indonesia taking part in driving-related activities up north, which included a track day at the Sepang International Circuit and a drive up the winding Bukit Tinggi Hill near Kuala Lumpur.

It was a trip that totalled about 800km, excluding the track time at Sepang.

Boyhood dream aside, it was also a reunion of sorts for me. I was reacquainted with the California T (a convertible whose media launch I attended last year) and the sensational F12, which I drove during a visit to Ferrari's home in Maranello earlier this year. Unfortunately, my time in the F12 would be limited to hot laps with a race driver on track.

Still, the driving was never dull

when travelling in an 80-Ferrari, 650-cylinder and 36,000bhp (thereabouts) convoy.

From 458 Speciales and V12 F12s, to 430s and 599s, the procession stopped traffic – quite literally – wherever it went.

Besides leaving bystanders astonished, downtown Kuala Lumpur came to a standstill whenever we drove through it, thanks to a police escort who very kindly and efficiently parted the capital's infamous gridlock just for us.

After a parade lap around Sepang, we were let loose on the 5.5km circuit. Despite its "entry-level" status, the 560bhp California T was no pushover, slugging it out with its bigger, sportier siblings until fast-disintegrating tyres forced it to

reluctantly call it a day. There was, after all, still a B-road blast the next day to look forward to.

The California T might not be a thoroughbred on track, but on the open roads, its superb ride and ultra-punchy midrange (thanks to turbocharging) mean it was a supremely comfortable and capable grand tourer. At one point, I saw an indicated 304km/h during a "free-for-all" segment of the drive.

It was not all fast and furious, though. Fancy dinners, spots of golf, good food and free-flowing drinks were sprinkled into the mix for the participants when their steeds took well-deserved breaks in between the action.

To top off the tour, a black-tie gala dinner was held for the participants at The Clifford Pier at the Fullerton Bay Hotel on the final night back in Singapore. The comradery and atmosphere may have been electrifying, but it was the cars that took centre stage on this epic journey.

Having spent four days in a powerful Prancing Horse, I can honestly say they are every bit as intoxicating, emotive and life-changing as people lucky enough to drive them say they are.

Without putting up certain body parts for sale, I'll probably never have my own Ferrari. What I can do is look forward to next year's event and pray I get picked to play "supercar owner" again. 488 GTB, anyone? 🍷

“
**DRIVING WAS
NEVER DULL
WHEN IN AN
80-FERRARI,
650-CYLINDER
AND 36,000BHP
CONVOY.**
”

👉
All the
Prancing
Horses were
happy to
prance at
the Sepang
F1 circuit.

👉
The incredible
convoy left the
petrol station
attendants
shell-shocked.



JURASSIC WHIRL

Our editor, quite a dinosaur when it comes to dashboard gadgetry, sank his teeth into BMW's ConnectedDrive and chewed on it.



CLAMSHELL handphone. I was one of the very last journo's in Singapore Press Holdings (and probably the whole of Singapore) to use one of those.

It serves its two key functions well – make/take GSM telephone calls and send/receive SMS.

It's light yet solid, black and sleek, cheap and good. But it's stupid compared to today's smartphones. After all, it could only handle calls and messages.

My first smartphone can do a lot more than that, thanks to its Internet connectivity, camera capabilities and all the apps I need to be a better worker/writer. My second smartphone is even smarter than my first, with even more applications and functions – helping me to “apply” myself to my work, and to “function” more effectively as a motoring writer.

Considering how long it took for me to upgrade from “stupidphone” to smartphone, I was unlikely to become a power user behind the wheel of BMW's ConnectedDrive demo car, a 528i, in a matter of days.

To improve my chances, I went to speed-read recent digital issues of *HWM*, spent hours browsing the App Store like a mad “storeman”, and tried to socialise on social media by chatting “face to face” with my best Facebook friends.

I was ready to be “So Connected, You're Free” (BMW's tag line). Free, too, is ConnectedDrive, for the first 36 months with every brand new, officially imported BMW that has the factory-fitted system/service (it cannot be retrofitted, and certain models do not offer the complete gadget, including the 116i and 218i).

After the complimentary period, the 3G-based ConnectedDrive subscription will cost about \$450 per annum.

The killer app is Concierge Service. It's a 24/7 “personal assistant” (the team is based in Manila) who can provide practical advice to the driver or passenger.

The queries can be as simple as “nearest DBS ATM” or as complicated as “cheapest German restaurant with delicious



THERE MIGHT BE “CHATLINE” OPPORTUNITIES FOR LONESOME FOLKS DRIVING ON LONELY ROADS.



pork knuckle" – the polite concierge on the line will assist as much as he/she can, but the harder the query (for the person to Google, perhaps), the longer you'll have to be put on hold.

Yes, the voice on the line could belong to a man or a woman, so there might be "chatline" opportunities for lonesome folks driving on lonely roads, listening to Elvis' *Are You Lonesome Tonight?* in their personal playlist.

warden" updates on the traffic situation ahead (using colour-coded roads on the display), calculates expected delays and recommends alternative routes. Roadworks, detours, accidents and rush-hour bottlenecks are all factored in.

Equally useful are the BMW-specific vehicle apps parked under ConnectedDrive, which include live news reports (read out "by" the audio system),



This car's ConnectedDrive put a ton of useful information and a "worldwide web" of entertainment at his fingertips.

HWM helped this analogue dinosaur to sink his teeth into advanced telematics without biting off more than he could chew.

ConnectedDrive is also ready for other popular music apps – with or without emo songs "for all the lonely people thinking that life has passed them by".

Of course, the in-car Concierge Service is not meant for "1900" chats, and it's just one of several great features. Another is RTTI – Real Time Traffic Information.

A telematics first for Singapore, the RTTI server in Germany collates/aggregates raw traffic data from the Land Transport Authority (via a third-party vendor) and pushes the processed info to ConnectedDrive BMWs here.

The well-informed "traffic

weather forecasts and e-mail (receive/view/reply).

There's also a crash-proof SOS button diagonally above the rear view mirror to notify the BMW call centre of an emergency. Trained personnel would respond to the SOS and activate rescue/fire/ambulance services.

If there's no response from the driver, the call centre will activate emergency services and facilitate the "save" by giving the BMW's location, status and description.

The full ConnectedDrive suite is currently compatible with Apple iPhones, and will connect fully with Android smartphones by the end of this year.

STOP, START; SAVE FUEL

Our mechanical engineer explains how auto stop-start squeezes a little more fuel economy out of your car's engine.



THE internal combustion engine is inherently inefficient, which is why automotive manufacturers and engineers have always had fuel efficiency as one of their priorities.

Electronic fuel injection, forced induction, lean-burn combustion, low-friction bearings and variable valve control are some of the essential technical ingredients that can improve fuel consumption.

It is also affected by drivetrain designs and aerodynamic considerations.

Auto stop-start switches off the engine when the car comes to a standstill, say, at a traffic light junction. Some drivers find this feature annoying, but its fuel-saving effect is indisputable.

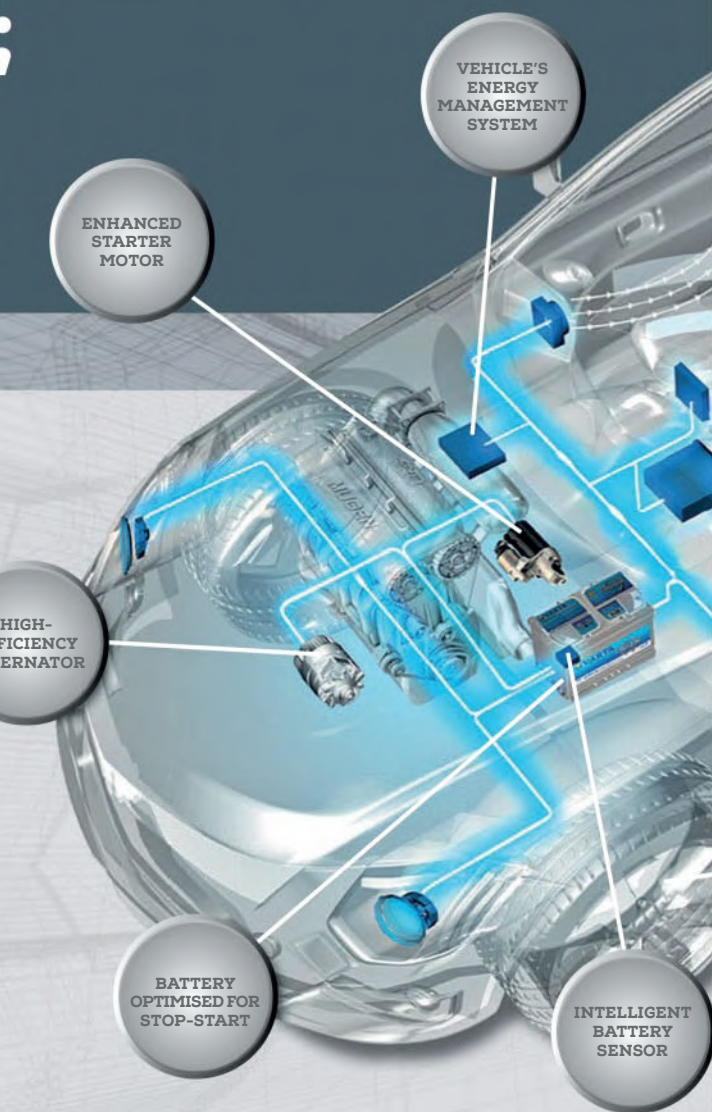
Think about it for a moment: When stationary, any motor vehicle with an internal combustion engine that's running does exactly

zero kilometre (or metre, for that matter) per litre of precious fuel.

On the instantaneous readout in certain on-board computers, the displayed value changes from litres/100km (or km/litre) to litres/hour when the engine is idling, just to let the driver know that the fuel is still flowing/combusting even though the vehicle isn't moving.

Auto stop-start shuts down the engine when the car comes to a complete stop. As soon as the brake pedal is released (or in the case of a manual transmission, the clutch pedal is depressed), the vehicle's "sleeping" engine is restarted immediately.

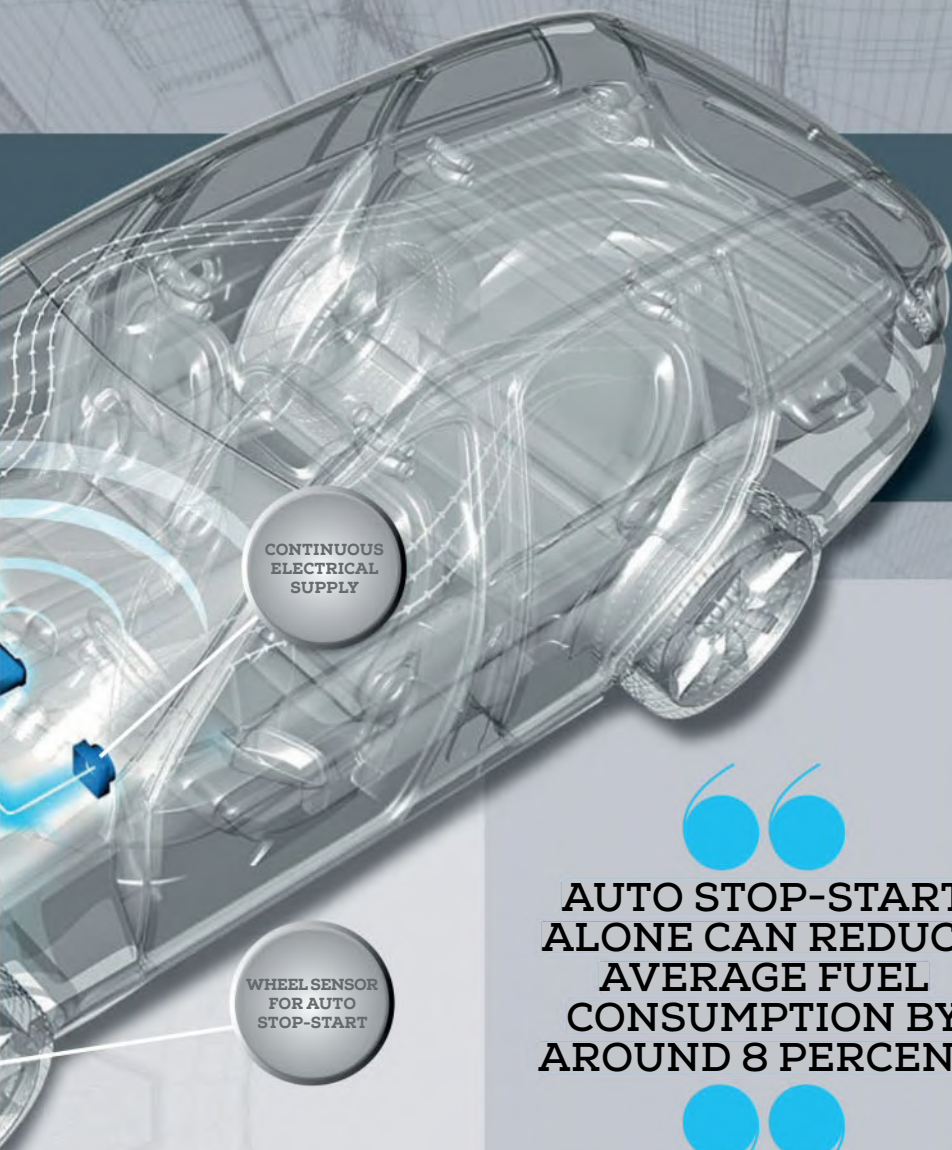
The system includes a dedicated control unit that monitors a variety of parameters, including the battery's state, air-conditioning demand and even the position of the crank. If the combination of factors is not ideal for auto-stop operation, the function will not be activated.



For example, when the battery is not fully charged up yet, or if the air-con needs to stay on, the controller will not shut down the engine.

The starter motor, alternator and battery in a car with auto stop-start have been specified/modified accordingly, so that the high frequency of starts/

 Auto stop-start requires an enhanced starter motor, an appropriate alternator and a special battery.



CONTINUOUS
ELECTRICAL
SUPPLY

WHEEL SENSOR
FOR AUTO
STOP-START

**AUTO STOP-START
ALONE CAN REDUCE
AVERAGE FUEL
CONSUMPTION BY
AROUND 8 PERCENT.**

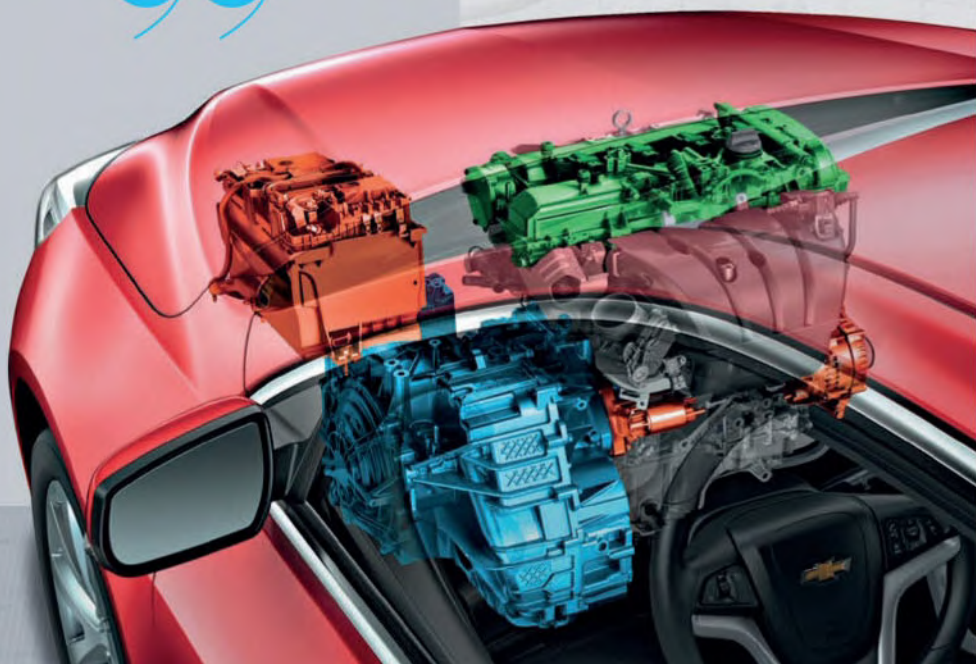
restarts won't reduce the life cycle or require shorter service intervals compared to a passenger car without auto stop-start.

Do note that the fully sealed lead-acid battery in a car with auto stop-start is a special one, which cannot be substituted with a normal 12-volt unit you can find at

every tyre and battery shop.

An important element in every auto stop-start system is the automatic/automated transmission's ability to allow the engine to start and engage drive in less than half a second.

Auto stop-start alone has been proven to reduce average fuel consumption by around 8 percent, although this varies depending on the extent of urban driving. 



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• TOYS
FOR THE
BOYS



08/AUG



VIRTUAL RACING

Petrolheads who want to hone their skills before hitting the circuit could check out KTI GP Centre, a facility that lets up to eight drivers race against each other in different cars on a variety of racetracks. Each of the eight simulator rigs is equipped with a steering wheel, pedals and actuators that are programmed to deliver the feedback expected from accelerating, braking and cornering.

For more information, log on to www.ktigpcentre.com.



NATIONAL COLOURS, GLOBAL FLAVOURS

It's time to celebrate Singapore's 50th birthday, and these watches join in the celebration with their red/white design elements.

\$349



**ARMANI
EXCHANGE AX1803**
This quartz-powered chronograph has a good size (48mm case), a great price and a stainless steel structure with a brushed/polished finish.

\$1980



**TISSOT RACE
MOTOGP AUTOMATIC
LIMITED EDITION 2015**
Bikers and drivers alike will love this Tissot's "brake disc" bezel, "tyre track" bracelet, "chequered flag" dial and "racing helmet" box.

\$77,100



**BLANCPAIN
L-EVOLUTION SPLIT-
SECONDS FLYBACK
CHRONOGRAPH**
Inspired by GT racing, this watch features carbon fibre, racy red accents, an 8 o'clock pusher shaped like a fuel cap, and a black Alcantara strap.

\$8900

\$41,300

**GIORDANO
TIMEWEAR SG50**
Targeted at the mass
market, yet limited in
quantity and individually
serialised (0001/1965 to
1965/1965), this is a minor
collectible for young
Singaporeans.



**CHOPARD MILLE
MIGLIA GTS 2015
RACE EDITION**
The gentleman racer will
appreciate this Chopard's
provocative Rossa Corsa dial,
robust stainless steel case
and sporty calfskin strap.

\$68

**GLASHUTTE
ORIGINAL
PANOMATICCOUNTER XL**
This automatic flyback
chronograph comes in stainless
steel with a black alligator
strap, plus double-digit
windows and a 42-hour
power reserve.

**MONTBLANC
STAR CLASSIQUE
SINGAPORE
SPECIAL EDITION**
Created to celebrate SG50
and limited to 50 pieces,
this timepiece features the
Singapore Lion's head, and
our Garden City skyline
on the caseback.

\$325

SEIKO SNDD91P1
This steel-cased,
leather-strapped sports
watch gives excellent
bang for the buck, just
like a modern Japanese
performance car.



\$14,200

ORIENT SG50
This watch is sold in a pair
(one in rose gold and the
other in stainless steel),
housed together in a
leather case and limited
to 500 pieces each.

\$294

\$89



TIMEX
WEEKENDER T2N746
Its silver-tone brass case and red-white-blue nylon strap cover the fun part, while its 30m water resistance and Indiglo night light provide the functionality.

ARBUTUS
"THE ROAR"
With the hand-painted artwork on its dial paying tribute to the famous Kallang Roar, this collectible is both unique and unusual.



\$1800

\$5460



TUDOR
FASTRIDER CHRONO
With a design driven by the Ducati Scrambler, the latest Fastrider is a cool tool-watch that can "keep up" with any rider who likes to ride fast.

1. "FREE" AS A BIRD

Raymond Weil has partnered with Piper Aircraft to achieve takeoff for its first pilot watch.

The Freelancer Piper doesn't reach for the sky with its mechanical self-winding chronograph movement and 46-hour power reserve, but it looks ready to fly with blue minute and hour hands inspired by propeller blades, a compass-style GMT pointer and an "attitude indicator" sub-dial that actually indicates the seconds. The aviator aesthetic is completed by the openwork leather strap.

Every Freelancer Piper comes with a scale model of a Raymond Weil-branded Piper aircraft, which the owner can park on the private airport apron atop his desk.

2. (NORTH) POLE POSITION

Swiss deluxe watch brand Edox stays ahead of the (ice) pack with its Hydro-Sub North Pole Limited Edition.

The original Hydro-Sub, launched in the same year that Singapore became independent, set the pace in diver's watches and set the depth, too, with its 500m water resistance.

Fifty years later, there's a special new Hydro-Sub, with a Master Lock movable crown protector designed by a "human sub" – Christian Redl, the freediving champion who holds nine world records and is one of the first people to freedive under the polar ice cap in the geographic North Pole.

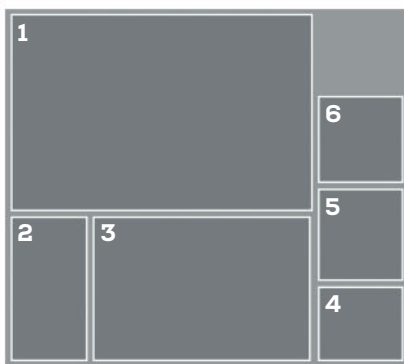
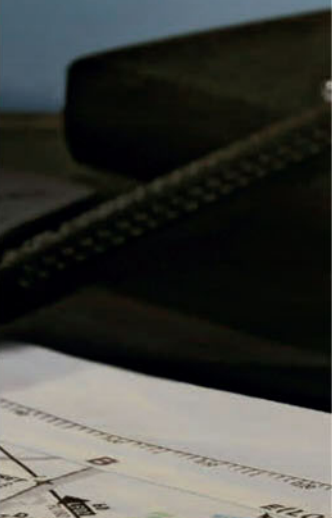
Frigid minus 2 deg C waters, freezing minus 30 deg C Arctic air and the occasional encounter with a polar bear have made Redl and this new Edox cool in more ways than one.

3. A LITTLE TIME

Longines' first jewellery watch is also its smallest model, with a 16mm case. The "jewel" aspects of the simply named Mini are the row of diamonds on its bezel, the diamond indexes on its white mother-of-pearl dial and the rhodium plating on its hands.

A choice of four leather strap colours (black, red, lavender or beige) lets a lady match her Longines Mini to her outfit of the day/night.





4. YELLOW SUBMARINE

Life in the land of submersibles might be easier with one of these on the wrist: the 2015 edition of the Luminox Scott Cassell UVP Navy SEAL Colormark Dive Mask Box Set No. 3955.

The bright yellow dial goes swimmingly with the yellow-striped nylon strap, but it can be swapped with the black polyurethane strap included in the box, which also doubles as storage for a diving mask.

A tool kit and a removable compass (water-resistant to 200m like the watch) complete the package, which is priced at \$674.

5. ANOTHER 24 HOURS

Nissan didn't do well at the 2015 Le Mans 24 Hours with its three GT-R LM Nismo racecars, but did a well-designed watch with TAG Heuer.

The Carrera "Nismo" Caliber 16 Day-Date Chronograph is one of only four special editions in the entire TAG Heuer range.

6. THIS IS AN EMERGENCY

Breitling's Emergency II is a proper timekeeper and a potential lifesaver.

As the first wristwatch with a built-in dual-frequency personal locator beacon, it functions as a survival instrument during distress situations anywhere in the great outdoors by issuing alerts and guiding search-and-rescue operations.

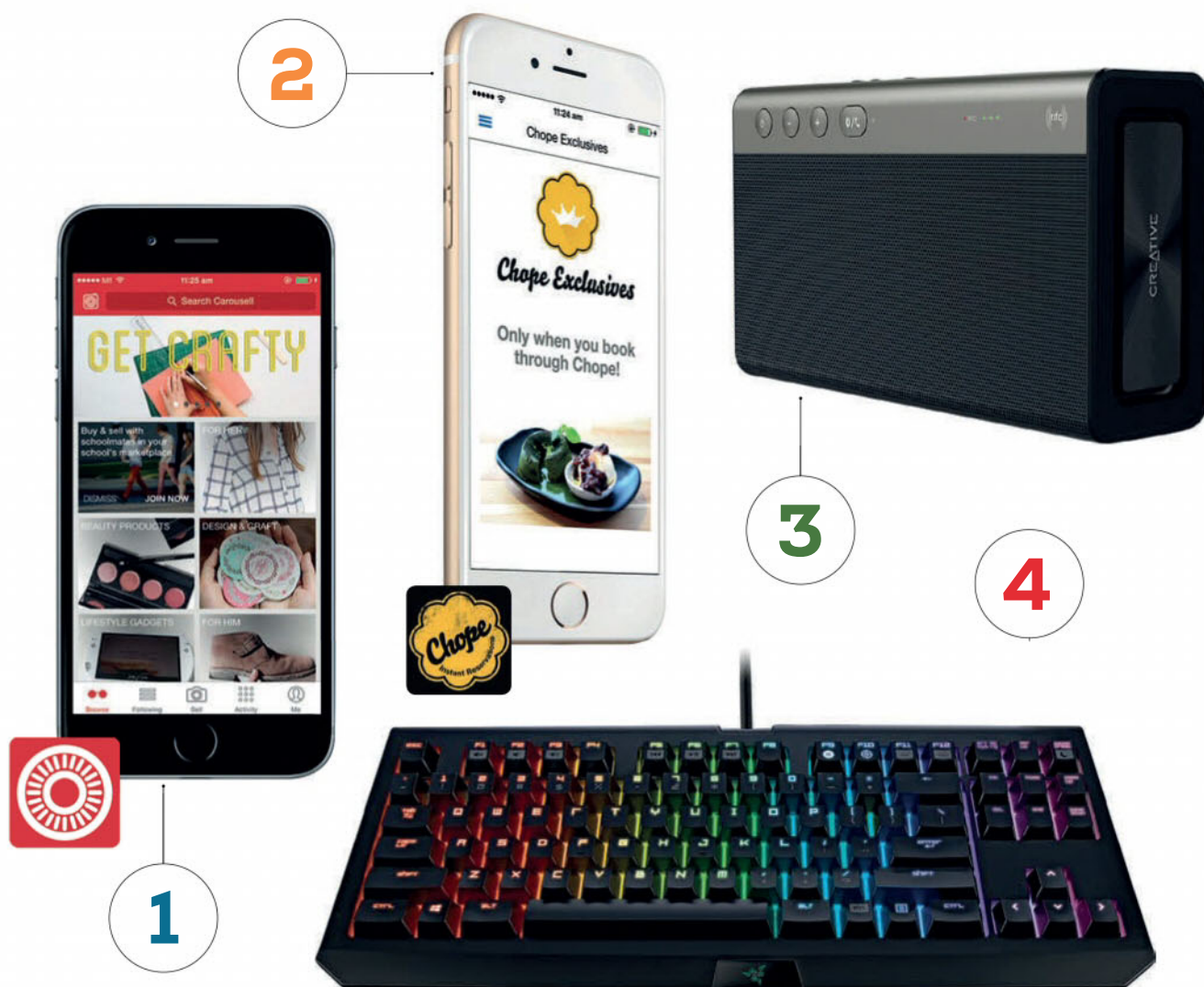
Its innovations include a microtransmitter that transmits on two separate frequencies (406MHz digital and 121.5MHz analogue) over a 24-hour period, an ingeniously integrated antenna system and a state-of-the-art rechargeable battery.

The timekeeping aspects of the titanium-cased Emergency II are all there, of course, such as a 1/100th second chronograph, an alarm, a timer and a second timezone, all powered by Breitling's SuperQuartz electronic movement.

The Emergency II is priced at \$21,470 for the titanium version. 🚗

I.T. FROM SG

To celebrate our nation's 50th birthday, we bring you these gadgets and apps that were created by home-grown companies.



1. Buy and sell items the easy way with Carousell, an app that lets users post and sell their wares for free. Shoppers will enjoy the added convenience of being able to search for sellers near their location. **Free to download on Google Play and iTunes.** **2.** Make hassle-free dining reservations with Chope, which lets users browse restaurant menus, recommended dishes and prices. Chope also features eateries in Beijing, Shanghai, Hong Kong and Bangkok. **Free to download on Google Play and iTunes.** **3.** Audiophiles searching for a wireless speaker could check out the Creative Sound Blaster Roar 2. Although smaller and lighter than its predecessor, it still comes with five audio drivers and two passive bass radiators for punchiness. For added convenience, the Roar 2's 6000mAh battery can also be used to charge mobile devices. **\$229** **4.** Tap your way to victory with the aid of Razer's Blackwidow Tournament Edition Chroma, which features mechanical keys for added feel and precision. Apart from the customisable backlight colours (16.8 million hues, to be exact), this keyboard promises to be durable – it is supposedly rated for 60 million keystrokes. **\$254** **5.** Bring some bliss to



your harried commute with the Creative Aurvana Platinum Bluetooth headphones, which feature 50mm Neodymium drivers and Tri-Mode Active Noise Cancellation. There's even a Clearspeech Engine for better voice quality during phone calls. **\$399** **6_** Fill your room with your favourite tunes using Creative's Sound Blaster E-MU XM7. These speakers come with a five-inch woofer for improved bass reproduction, a wooden enclosure for reduced acoustic resonance and silk dome tweeters for clearer high notes. **\$399** **7_** Gamers looking for a powerful and portable laptop could consider the Razer Blade. This machine is powered by a 2.6GHz Intel i7 processor and an Nvidia GeForce GTX 970M graphics card to help ensure smooth gameplay. The 14-inch quad-HD screen should make games come alive, too. **\$3299** **8_** Dominate in-game rivals with help from the all-new Razer Mamba, which is equipped with a 5G laser sensor that can track increments of up to 1dpi, or 50 times better than the current industry standard. For added customisation, the mouse also features Adjustable Click Force Technology, which allows users to set the clicking force for the left and right buttons. **\$204**

Breakfast
with **torque**

ELECTRIFYING BREAKFAST

Readers were given a taste of the future at this Breakfast With Torque, which featured the all-electric BMW i3.





Lucky draw winners Jaynewaye Yeo (far left) and Phong Chong Teng (left) each won an electrifying weekend drive with the BMW i3.



These hatchbacks formed the "I" of the morning's electric storm.



The pop quiz about protons, neutrons and electrons caught some by surprise.

Keen participants "tabled" a discussion about carbon fibre with experts.



Torque's editor, David Ting, flashed the guests when he showed them his card.



OUR Breakfast With Torque events usually showcase the newest makes and models, but the occasion that took place in June was markedly different. The star of the event – the all-electric BMW i3 – is not only new, it's also downright futuristic, making it current in more ways than one.

The event, which took place at The Prime Society along Dempsey Road, was also a chance for participants to understand the technologies behind the i3. Torque readers are known for their knowledge of cars, but the uniqueness of this electric Bimmer required guests to immerse themselves in the morning's programmes.

Said schedule included product presentations and an in-depth look at how BMW manufactures its carbon fibre. Participants were also encouraged to estimate the fuel cost savings that the i3 could deliver and compare it to their current fuel costs per month.

Running costs are a big part of car ownership, but an equally significant part is the driving experience. Participants got behind the wheel of the i3 and experienced its instantaneous power delivery and zippy acceleration. One of our guests, Eugene Tan, commented: "After driving it, I now really understand why this car is the *Straits Times* Car Of The Year [2014]. It is unlike anything I've ever driven before."

Sure to have an even more unforgettable experience with the car are Jaynewaye Yeo and Phong Chong Teng, who were chosen in the lucky draw to win a weekend drive in the BMW i3. 🚗

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INSPIRING DECOR IDEAS, AND RENOVATION ADVICE



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GARAGE

• HOTTEST
SOUPED-UP
CARS AHEAD



08 / AUG



HIGH ROLLERS

Sports car owners looking to fill out their wheel arches could check out the OZ Racing Zeus, which is only available in 20-inch and 21-inch sizes. This forged aluminium wheel can be specified in one of three different profiles, and ordered in one of six different finishes. Available at all authorised dealers.



AND ALSO

■ OPTIONS ■ TUNE-IN



FOUR-RING EXPERIENCE



ENTHUSIASTS were given the chance to put Audi models through their paces at the Audi Driving Experience 2015. The event, which took place on June 12-21, got off to a roaring start by setting the record for Singapore's "Largest Test-Drive Convoy" that consisted of 24 Audi cars, including the brand's A6 and A7 models.

During the 10-day event, over 1000 participants worked their way through various driving

exercises at Changi Exhibition Centre. They were guided by instructors from the Audi Driving Experience team.

Said exercises included an "Urban Driving" component, which allowed guests to get acquainted with the latest navigation and handling technology. Keen drivers were not disappointed either – they got their adrenalin fix in the "Acceleration" exercise, which allowed them to get behind the

wheel of the RS6 Avant and R8 Convertible. These thrill-seekers were also able to experience taxi rides in an RS3 track car and push the TT model to its limits in the "Slalom" station.

Enhancing participants' driving skills, on the other hand, were the "Braking" and "Skid and Drift Control" exercises. The former included emergency braking and obstacle avoidance scenarios, while the latter demonstrated how all-wheel-drive technology helps drivers stay in control under adverse conditions.

– LYNN TAN

 The Audi A7 put the "sport" in Sportback in this event.



CALIFORNIA SPEEDIN'

NOVITEC Rosso has taken the Ferrari California T and transformed it from a fast cruiser into a veritable bruiser called the California T N-Largo.

Compared to a regular California T, the N-Largo has been widened by 11cm with a carbon fibre bodykit, which not only increases downforce but features slots to help cool the car's brakes.

Enhancing the vehicle's handling are lowering springs that drop the ride height by 35mm, and the option of 21- or 22-inch forged alloys.

To enable owners to negotiate speed bumps, the front suspension can be electronically raised by 40mm.

This Ferrari's performance has been boosted, too. Apart from a high-performance

exhaust system, the automobile's 3.8-litre twin-turbo V8 has been modified to produce 668bhp and 871Nm, or 108bhp and 96Nm more compared to the stock engine.

Novitec claims the car can demolish the century sprint in 3.2 seconds – that's 0.4 of a second quicker than a normal California T.



FIERCER FELINE

JAGUAR F-Type Roadster

owners looking to give their "cat" more fearsome road presence could consider this bodykit offered by Piecha



Design. It comes with a new front wing that reduces lift at high speed, side sill wings that widen the car, and a rear diffuser that reduces drag. For a more aggressive-looking rear, a pair of stainless-steel grille inserts and larger 90mm tailpipe ends can also be fitted.

Giving the F-Type a more athletic stance are Piecha's lowering springs, which decrease the ride height by 30mm, plus 20-inch MP1 monoblock alloy wheels.

Piecha also offers F-Type Roadster owners an added convenience – an electronic module that lets them lower the roof with a single press or pull of the roof-control toggle. In standard form, the car requires drivers to keep the toggle pressed/pulled to open/close the soft-top.



NO JUKE-ING

NISSAN showcased the latest version of its super-crossover, the Juke-R 2.0, at the Goodwood Festival of Speed in June. Based on the latest Juke model, the Juke-R has revised bodywork that includes a new



front bumper with cooling ducts that are two times larger than before.

The biggest upgrade, however, has been to the GT-R's engine beneath the bonnet – it's now tuned to produce 600bhp, or 55bhp more than the previous model.



MAC ATTACK

MCLAREN Automotive's 650S GT3 racecar claimed its first win in Asia when Vitantonio Liuzzi and Hiroshi Hamaguchi of the FFF Racing Team drove it to victory in the GT Asia race at the Okayama circuit in Japan. The triumph, which is the model's 11th this year, is even more significant as this is the car's debut season.

The FFF Racing Team did not win the second race that weekend, but two of its three cars finished in the top 10, with one posting the fastest lap time of that race.

ROK-ING RACERS

ROUND 4 of the 2015 Rok Cup, which was held at the KF1 Karting Circuit in Kranji, saw more than 70 racers from seven countries (including Singapore, Malaysia and Japan) compete in seven different categories.

The fastest Singaporeans from the Mini Rok, Junior Rok, Senior DVS, Elite 30 DVS and Elite 40 DVS categories each won a sponsored "arrive and drive" seat at the 2015 Rok Cup International Final in Italy, which will take place in October.

This round also saw the introduction of the Rok 50 category, which is meant for first-time go-kart racers.



MORE TRACK ACTION

THIS year's Singapore Grand Prix will have an additional support race – the TCR International Series, which features racecars based on actual production models.

The most recognisable machines are likely to be the

Audi TT, Volkswagen Golf R and Ford Focus ST. Under TCR regulations, each car is powered by a turbocharged 2-litre engine restricted to 330bhp, while the use of telemetry and driver aids is forbidden.



SURER GRIP

BRIDGESTONE Singapore is targeting performance car owners with its new Potenza Adrenalin RE003 tyre. Compared to its predecessor, the RE002, the RE003 is claimed to offer improved grip and handling, thanks to features such as a wide centre rib and pulse groove, which enhances water drainage. The tyre is available in 15- to 20-inch sizes.



IS YOUR CAR AIRCON NOT COLD?

- 🔧 **Fix It In Less Than 15 Mins**
- 🔧 **Fix It For Less Than \$100**
- 🔧 **Safe & Easy To Use**

How does Super Seal work?

While in the air conditioning system, it remains a liquid lubricant and contains additives to penetrate and rejuvenate o-rings, gaskets and other rubber connectors to prevent leakage. Included in Super Seal is a drying agent that gets rid of any moisture that may be inside the air conditioner. If the refrigerant leak occurs in a metal part, the refrigerant leaves the system and chills the outside air causing condensation. This moisture activates the Super Seal fluid to form a scab on the exterior of the metal.

A/C PRO 



A/C PRO Refrigerant



A/C PRO Super Seal

Ultra Synthetic Formula

- Provides maximum cold air
- Seals rubber leaks
- Repairs metal leaks
- Extends System Life

MOD YOUR RIDE

Goodies for your prized possession.



Prevent fuel from spilling onto your paintwork with the **D-Pro Spill Guard**. The rubber material can help prevent the pump nozzle from scratching your car, too.



High-performance-car owners looking for enhanced engine protection could consider the **Titan Race Pro S**, which helps maintain consistent action even under demanding conditions.



Drivers looking to beat the heat could consider installing **Laser Shades**. These items, which are measured to fit your car windows, are designed to block up to 67.3 percent and 66.9 percent of UVB and UVA radiation respectively.



Keep your motor running smoothly with the aid of the **Titan Supersyn**, which reduces both friction and the build-up of harmful deposits. This formula is suitable for both petrol and diesel engines.

FUCHS TITAN PRODUCTS ARE AVAILABLE AT MIN GHEE AUTO LASER SHADES AND D-PRO SPILL GUARD ARE AVAILABLE AT HOCK CHEONG AUTOMEC



MOD TALK

Aftermarket Air Filters

Q1 How do aftermarket air filters boost engine power?

They are less restrictive and allow more air into the engine. This means improved combustion and more power.

Q2 Doesn't more air mean more dirt?

No. Aftermarket filters might be less restrictive, but they still trap dust, dirt and other minute particles very well.

Q3 How do I maintain my air filter?

Most aftermarket filters come with a cleaning solution. Use it together with a rinse of water and you're done!

Q4 Must I re-tune my car's ECU?

No. Modern vehicle engine control units can adjust the amount of fuel required as a result of changes in airflow and air pressure.

Q5 Should I opt for a cold-air intake?

Such items cost more than regular filters, but they further enhance combustion by cooling the air before it enters the engine.

BUY

• DOLLARS & SENSE
• FACTS • SPECS
• CARS COMING SOON



08/AUG



SUZUKI VITARA

PRICE

ON APPLICATION

Targeting trendy buyers, Suzuki's new crossover offers chunky styling and funky paintwork options, such as Atlantis Turquoise and Horizon Orange. Although unlikely to be driven off-road, the Vitara should give its suburbanite owner plenty of confidence, thanks to its standard all-wheel-drive system.

■
RIVAL
SUBARU XV



PORSCHE 911 TURBO S SG50

\$930,897

ON THE ROAD

If you're a patriotic (and well-heeled) enthusiast looking for a one-of-a-kind sports car, you should consider this one-off special edition model, which commemorates Singapore's 50th birthday. Apart from the unique paint job (which is specific to this unit), the 911 SG50 also has distinctive logos that cannot be specified for other Porsche models.

■
RIVAL
JAGUAR F-TYPE R COUPE



VOLVO XC90

PRICE

ON APPLICATION

This seven-seater sports utility vehicle is both roomier and more refined than its predecessor, with the third-row seats now able to accommodate occupants up to 1.7m tall. For enhanced comfort, the T6 variants (which are powered by a turbocharged 2-litre with 320bhp) sold here are equipped with adaptive air suspension.

■
RIVAL
AUDI Q7



BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
ALFA ROMEO // EuroAutomobile Pte Ltd, tel: 6566-2200, www.alfaromeo.com.sg								
Giulietta 1.4 (A) 5dr	\$133,800	1368cc	4T/6DC	FF	170bhp/250Nm	7.7sec	218km/h	19.2km/L
Giulietta Quadrifoglio Verde 1.7 (A) 5dr	\$173,800	1742cc	4T/6DC	FF	240bhp/340Nm	6.6sec	244km/h	14.3km/L
4C 1.7 (A) coupe	\$370,309	1742cc	4T/6DC	MR	240bhp/350Nm	4.5sec	258km/h	14.7km/L
ALPINA // Munich Automobiles Pte Ltd, tel: 6473-7117								
B3 3.0 (A) 4dr	\$388,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	305km/h	13.2km/L
B3 Touring 3.0 (A) estate	\$398,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.3sec	302km/h	13.0km/L
B4 Coupe 3.0 (A)	\$398,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.2sec	303km/h	13.2km/L
B4 Convertible 3.0 (A)	\$418,800	2979cc	6T/8AT	FR	410bhp/600Nm	4.5sec	301km/h	12.5km/L
D5 3.0 (A) 4dr	\$418,800	2993cc	6TD/8AT	FR	350bhp/700Nm	5.1sec	328km/h	16.9km/L
D5 Touring 3.0 (A) estate	POA	2993cc	6TD/8AT	FR	350bhp/700Nm	5.3sec	276km/h	16.1km/L
B7 4.4 (A) 4dr	\$680,800	4395cc	V8T/8AT	FR	540bhp/730Nm	4.6sec	312km/h	10.1km/L
XD3 3.0 (A) SUV	\$410,800	2993cc	6TD/8AT	F4	350bhp/700Nm	4.9sec	251km/h	15.2km/L
ASTON MARTIN // AM Automotive (S) Pte Ltd, tel: 6862-5868, www.astonmartin.com.sg								
V8 Vantage 4.7 coupe	\$591,509	4735cc	V8/GMT	FR	420bhp/470Nm	4.9sec	290km/h	7.8km/L
V8 Vantage 4.7 (A) coupe	\$611,509	4735cc	V8/7AM	FR	420bhp/470Nm	4.7sec	300km/h	7.6km/L
V8 Vantage S 4.7 (A) coupe	\$661,509	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V8 Vantage Roadster 4.7 (A)	\$646,509	4735cc	V8/7AM	FR	420bhp/470Nm	4.8sec	290km/h	7.8km/L
V8 Vantage S Roadster 4.7 (A)	\$696,509	4735cc	V8/7AM	FR	430bhp/490Nm	4.6sec	305km/h	7.8km/L
V12 Vantage S 5.9 coupe	\$911,509	5935cc	V12/7AM	FR	565bhp/620Nm	3.9sec	328km/h	6.1km/L
DB9 5.9 (A) coupe	\$879,509	5935cc	V12/6AT	FR	517bhp/620Nm	4.6sec	295km/h	7.0km/L
Rapide S 5.9 (A) 4dr	\$939,509	5935cc	V12/8AT	FR	552bhp/630Nm	4.4sec	327km/h	7.8km/L
Vanquish 5.9 (A) coupe	\$1,159,509	5935cc	V12/8AT	FR	568bhp/630Nm	3.8sec	324km/h	7.8km/L
Vanquish Volante 5.9 (A) conv	\$1,209,509	5935cc	V12/8AT	FR	568bhp/630Nm	4.0sec	317km/h	7.8km/L
AUDI // Premium Automobiles Pte Ltd, tel: 6566-1111, www.audi.com.sg								
A1 Sportback 1.4 (A) 5dr	\$137,000	999cc	3T/7DC	FF	95bhp/160Nm	10.9sec	186km/h	22.7km/L
A3 Sportback 1.4 (A) 5dr	\$160,400	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L
A3 Sportback 1.8 (A) 5dr	POA	1798cc	4T/7DC	FF	180bhp/250Nm	7.3sec	232km/h	17.9km/L
A3 Sedan 1.4 (A)	\$162,600	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	211km/h	20.0km/L
A3 Cabriolet 1.4 (A)	\$199,300	1395cc	4T/7DC	FF	125bhp/200Nm	10.2sec	211km/h	19.6km/L
S3 Sportback 2.0 (A) 5dr	\$246,250	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
S3 Sedan 2.0 (A)	\$249,850	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.5km/L
A4 1.8 (A) 4dr	\$182,200	1798cc	4T/CVT	FF	170bhp/320Nm	8.3sec	225km/h	17.2km/L
A4 2.0 (A) 4dr	POA	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S4 3.0 (A) 4dr	\$335,550	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	10.6km/L
A4 Avant 2.0 (A) estate	\$237,750	1984cc	4T/CVT	FF	211bhp/350Nm	7.4sec	232km/h	13.7km/L
RS4 Avant 4.2 (A) estate	\$493,350	4163cc	V8/7DC	F4	450bhp/430Nm	4.7sec	250km/h	9.3km/L
A5 2.0 (A) coupe	\$266,950	1984cc	4T/7DC	F4	211bhp/350Nm	6.5sec	245km/h	14.3km/L
S5 3.0 (A) coupe	\$359,650	2995cc	V6S/7DC	F4	333bhp/440Nm	4.9sec	250km/h	12.3km/L
RS5 4.2 (A) coupe	\$516,450	4163cc	V8/7DC	F4	450bhp/430Nm	4.6sec	250km/h	9.3km/L
A5 Sportback 1.8 (A) 5dr	\$245,650	1798cc	4T/CVT	FF	170bhp/320Nm	8.4sec	220km/h	16.9km/L
A5 Sportback 2.0 (A) 5dr	\$267,550	1984cc	4T/7DC	F4	211bhp/350Nm	6.6sec	241km/h	14.3km/L
S5 Sportback 3.0 (A) 5dr	\$350,950	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.3km/L
A5 Cabriolet 2.0 (A)	\$302,450	1984cc	4T/7DC	F4	211bhp/350Nm	7.3sec	238km/h	13.9km/L
S5 Cabriolet 3.0 (A)	\$404,250	2995cc	V6S/7DC	F4	333bhp/440Nm	5.4sec	250km/h	11.7km/L
A6 1.8 (A) 4dr	\$255,800	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	17.5km/L
A6 2.0 (A) 4dr	\$276,600	1984cc	4T/7DC	FF	252bhp/370Nm	6.7sec	250km/h	16.9km/L
A6 3.0 (A) 4dr	\$369,900	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	13.2km/L
S6 4.0 (A) 4dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.6sec	250km/h	10.4km/L
A6 Avant 1.8 (A) estate	\$270,900	1798cc	4T/7DC	FF	190bhp/320Nm	7.9sec	233km/h	16.9km/L
A6 Avant 3.0 (A) estate	\$381,200	2995cc	V6S/7DC	F4	333bhp/440Nm	5.1sec	250km/h	12.8km/L
RS6 Avant 4.0 (A) estate	\$554,300	3993cc	V8T/8AT	F4	560bhp/700Nm	3.9sec	250km/h	10.2km/L
A7 2.0 (A) 5dr	\$319,400	1984cc	4T/7DC	FF	252bhp/370Nm	6.9sec	250km/h	16.9km/L
A7 2.8 (A) 5dr	\$318,700	2773cc	V6/7DC	F4	204bhp/280Nm	8.3sec	235km/h	12.5km/L
A7 3.0 (A) 5dr	\$389,800	2995cc	V6S/7DC	F4	333bhp/440Nm	5.3sec	250km/h	13.2km/L

EXPLANATORY NOTES

POA Price on application
5dr Five-door hatchback
4dr Four-door saloon
3dr Three-door hatchback
conv Convertible
SUV Sports utility vehicle
MPV Multi-purpose vehicle

Engine Format
T Turbocharged
S Supercharged
H Hybrid
F Flat
D Diesel
EV Electric vehicle
EVRE EV range extender

Transmission
xMT Manual
xAT Automatic
xAM Automated manual
xDC Dual-clutch
CVT Continuously variable

Driveline
Fx Front-engine
Mx Mid-engine
Rx Rear-engine
xF Front-wheel-drive
xR Rear-wheel-drive
x4 Four-wheel-drive

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE		CO2 EMISSION g/km
AUDI continued							TOP SPEED		
S7 4.0 (A) 5dr	POA	3993cc	V8T/7DC	F4	420bhp/550Nm	4.7sec	250km/h	10.4km/L	225
A8L 3.0 (A) 4dr	\$422,200	2995cc	V6S/8AT	F4	310bhp/440Nm	5.9sec	250km/h	12.7km/L	184
A8L 3.0 TDI (A) 4dr	POA	2967cc	V6TD/8AT	F4	258bhp/580Nm	6.1sec	250km/h	16.7km/L	158
A8L 4.0 (A) 4dr	\$534,000	3993cc	V8T/8AT	F4	435bhp/600Nm	4.6sec	250km/h	10.9km/L	216
A8L 4.2 TDI (A) 4dr	POA	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.6sec	250km/h	12.8km/L	198
A8L 6.3 (A) 4dr	POA	6299cc	W12/8AT	F4	500bhp/625Nm	4.6sec	250km/h	8.8km/L	264
S8 4.0 (A) 4dr	\$681,900	3993cc	V8T/8AT	F4	520bhp/650Nm	4.1sec	250km/h	10.4km/L	225
Q3 1.4 (A) SUV	\$193,300	1395cc	4T/6DC	FF	150bhp/250Nm	8.9sec	200km/h	16.1km/L	145
Q3 2.0 (A) SUV	\$213,900	1984cc	4T/7DC	F4	170bhp/280Nm	7.8sec	212km/h	13.0km/L	174
Q3 211 2.0 (A) SUV	POA	1984cc	4T/7DC	F4	211bhp/300Nm	6.9sec	230km/h	13.0km/L	179
Q5 2.0 (A) SUV	\$254,100	1984cc	4T/8AT	F4	225bhp/350Nm	7.1sec	222km/h	12.7km/L	184
SQ5 3.0 (A) SUV	\$325,250	2995cc	V6S/8AT	F4	354bhp/470Nm	5.4sec	250km/h	11.8km/L	199
Q7 3.0 TDI (A) SUV	POA	2967cc	V6TD/8AT	F4	240bhp/550Nm	8.1sec	215km/h	11.9km/L	195
Q7 3.0 (A) SUV	POA	2995cc	V6S/8AT	F4	272bhp/400Nm	7.9sec	222km/h	9.3km/L	249
Q7 3.0 (A) SUV	POA	2995cc	V6S/8AT	F4	333bhp/440Nm	6.9sec	243km/h	9.3km/L	249
TT 2.0 (A) coupe	\$270,600	1984cc	4T/6DC	FF	230bhp/370Nm	5.9sec	250km/h	15.9km/L	146
TTS 2.0 (A) coupe	POA	1984cc	4T/6DC	F4	310bhp/380Nm	4.6sec	250km/h	14.7km/L	157
TT Roadster 2.0 (A)	\$275,700	1984cc	4T/6DC	FF	230bhp/370Nm	6.1sec	250km/h	14.9km/L	154
R8 4.2 (A) coupe	\$725,180	4163cc	V8/7DC	M4	430bhp/430Nm	4.3sec	300km/h	8.1km/L	289
R8 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	525bhp/530Nm	3.6sec	314km/h	7.6km/L	305
R8 V10 Plus 5.2 (A) coupe	\$979,750	5204cc	V10/7DC	M4	550bhp/540Nm	3.5sec	317km/h	7.8km/L	299
R8 Spyder 4.2 (A)	\$788,200	4163cc	V8/7DC	M4	430bhp/430Nm	4.5sec	300km/h	7.9km/L	294
R8 Spyder 5.2 (A)	\$956,600	5204cc	V10/7DC	M4	525bhp/530Nm	3.8sec	311km/h	7.5km/L	310

BENTLEY // Wearnes Automotive, tel: 6473-7755, www.wearnesauto.com

Mulsanne 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	505bhp/1020Nm	5.3sec	296km/h	6.8km/L	342
Mulsanne Speed 6.8 (A) 4dr	POA	6752cc	V8T/8AT	FR	530bhp/1100Nm	4.9sec	305km/h	6.8km/L	342
Flying Spur V8 4.0 (A) 4dr	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.2sec	295km/h	9.2km/L	254
Flying Spur W12 6.0 (A) 4dr	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.6sec	320km/h	6.8km/L	343
Continental GT V8 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	4.8sec	303km/h	9.5km/L	254
Continental GT V8 S 4.0 (A) coupe	POA	3993cc	V8T/8AT	F4	521bhp/680Nm	4.3sec	309km/h	9.4km/L	254
Continental GT 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	567bhp/700Nm	4.5sec	318km/h	6.9km/L	338
Continental GT Speed 6.0 (A) coupe	POA	5998cc	W12T/8AT	F4	616bhp/800Nm	4.2sec	329km/h	6.8km/L	338
Continental GTC V8 4.0 (A) conv	POA	3993cc	V8T/8AT	F4	500bhp/660Nm	5.0sec	301km/h	9.1km/L	254
Continental GTC 6.0 (A) conv	POA	5998cc	W12T/6AT	F4	567bhp/700Nm	4.8sec	314km/h	6.1km/L	384

BMW // Performance Motors Ltd, tel: 6319-0100, www.bmw.com.sg

218i Active Tourer (A) 5dr	\$172,800	1499cc	3T/6AT	FF	136bhp/220Nm	9.2sec	205km/h	18.9km/L	124
220i Coupe Sport 2.0 (A)	\$206,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.0sec	230km/h	16.7km/L	139
228i Coupe M Sport 2.0 (A)	\$218,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	15.9km/L	148
220i Convertible 2.0 (A)	\$221,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	226km/h	15.4km/L	152
228i Convertible M Sport 2.0 (A)	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	14.9km/L	157
316i 1.6 (A) 4dr	POA	1598cc	4T/8AT	FR	136bhp/220Nm	9.2sec	210km/h	16.9km/L	137
320i EfficientDynamics 1.6 (A) 4dr	POA	1598cc	4T/8AT	FR	170bhp/250Nm	7.6sec	230km/h	18.5km/L	127
320i Luxury 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L	138
320i M Sport 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	235km/h	16.4km/L	138
320d M Sport 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.4sec	230km/h	22.2km/L	118
328i 2.0 (A) 4dr	POA	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.9km/L	147
335i M Sport 3.0 (A) 4dr	\$300,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	12.6km/L	169
320i GT 2.0 (A) 5dr	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.9sec	229km/h	15.9km/L	147
328i GT 2.0 (A) 5dr	\$269,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.1sec	250km/h	15.4km/L	151
335i GT 3.0 (A) 5dr	\$320,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.4sec	250km/h	13.0km/L	179
420i Coupe 2.0 (A)	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Coupe 2.0 (A)	\$267,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.8sec	250km/h	15.6km/L	149
435i Coupe 3.0 (A)	\$319,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.1sec	250km/h	14.4km/L	169
420i Convertible 2.0 (A)	\$276,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.3sec	236km/h	16.4km/L	142
428i Convertible 2.0 (A)	\$299,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.4sec	250km/h	14.9km/L	157
435i Convertible 3.0 (A)	\$350,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.5sec	250km/h	13.0km/L	180

CARBON EMISSIONS-BASED VEHICLE SCHEME (CEVS)

CO2 emission g/km	Rebate (-)	CO2 emission g/km	Surcharge (+)
≤95	- \$30,000	186-200	+ \$5000
96-105	- \$15,000	201-215	+ \$10,000
106-120	- \$10,000	216-230	+ \$15,000
121-135	- \$5000	>230	+ \$30,000
136-185	\$0		

All prices listed include COE and are meant to serve as a guide. Please visit www.torque.com.sg/buy for the latest car prices.

BUY GUIDE

BMW continued

420i Gran Coupe 2.0 (A) 4dr	\$244,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.6sec	236km/h	15.9km/L	146
428i Gran Coupe 2.0 (A) 4dr	\$269,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.0sec	250km/h	15.6km/L	149
435i Gran Coupe 3.0 (A) 4dr	\$320,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.2sec	250km/h	13.2km/L	178
520i 2.0 (A) 4dr	\$248,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.0sec	226km/h	15.6km/L	149
520d 2.0 (A) 4dr	POA	1995cc	4TD/8AT	FR	184bhp/380Nm	7.9sec	231km/h	20.4km/L	129
528i 2.0 (A) 4dr	\$263,800	1997cc	4T/8AT	FR	245bhp/350Nm	6.3sec	250km/h	13.1km/L	152
535i M Sport 3.0 (A) 4dr	\$363,800	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.9km/L	177
535d 3.0 (A) 4dr	POA	2993cc	6TD/8AT	FR	313bhp/630Nm	5.3sec	250km/h	17.9km/L	148
535i Touring 3.0 (A) estate	POA	2979cc	6T/8AT	FR	306bhp/400Nm	5.9sec	250km/h	11.7km/L	179
535i GT 3.0 (A) 5dr	\$388,800	2979cc	6T/8AT	FR	306bhp/400Nm	6.3sec	250km/h	12.2km/L	192
640i Coupe 3.0 (A)	\$384,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.3sec	250km/h	13.2km/L	177
650i Coupe 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	4.9sec	250km/h	9.6km/L	245
640i Convertible 3.0 (A)	\$421,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.6km/L	181
650i Convertible 4.4 (A)	POA	4395cc	V8T/8AT	FR	407bhp/600Nm	5.0sec	250km/h	9.3km/L	248
640i Gran Coupe 3.0 (A) 4dr	\$390,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.4sec	250km/h	12.6km/L	177
650i Gran Coupe 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.6sec	250km/h	11.6km/L	263
730Li 3.0 (A) 4dr	POA	2996cc	6/8AT	FR	258bhp/310Nm	7.5sec	250km/h	11.5km/L	202
740Li Luxury 3.0 (A) 4dr	\$458,800	2979cc	6T/8AT	FR	320bhp/450Nm	5.7sec	250km/h	12.7km/L	184
750Li 4.4 (A) 4dr	POA	4395cc	V8T/8AT	FR	450bhp/650Nm	4.8sec	250km/h	11.6km/L	266
i3 Interior Design Lodge (A) 5dr	\$236,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L	13
i3 Interior Design Suite (A) 5dr	\$240,800	647cc	EVRE/1AT	MR	34bhp/55Nm	7.9sec	150km/h	166.7km/L	13
i8 1.5 (A) coupe	\$599,800	1499cc	3TH/6AT	M4	230bhp/320Nm	4.4sec	250km/h	47.6km/L	49
X3 sDrive20i 2.0 (A) SUV	\$225,800	1997cc	4T/8AT	FR	184bhp/270Nm	8.2sec	210km/h	14.1km/L	166
X3 xDrive20d 2.0 (A) SUV	\$253,800	1995cc	4TD/8AT	F4	190bhp/400Nm	8.1sec	210km/h	18.5km/L	141
X3 xDrive28i 2.0 (A) SUV	\$282,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.5sec	230km/h	13.5km/L	172
X3 xDrive35i 3.0 (A) SUV	\$332,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.7sec	245km/h	10.5km/L	204
X4 xDrive20i 2.0 (A) SUV	\$268,800	1997cc	4T/8AT	F4	184bhp/270Nm	8.1sec	212km/h	13.7km/L	171
X4 xDrive28i 2.0 (A) SUV	\$296,800	1997cc	4T/8AT	F4	245bhp/350Nm	6.4sec	232km/h	13.5km/L	172
X4 xDrive35i 3.0 (A) SUV	\$341,800	2979cc	6T/8AT	F4	306bhp/400Nm	5.5sec	247km/h	12.0km/L	193
X5 xDrive30d 3.0 (A) SUV	\$384,800	2993cc	6TD/8AT	F4	258bhp/560Nm	6.9sec	230km/h	16.1km/L	164
X5 xDrive35i 3.0 (A) SUV	\$357,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.5sec	235km/h	11.8km/L	199
X5 xDrive50i 4.4 (A) SUV	\$496,800	4395cc	V8T/8AT	F4	450bhp/650Nm	5.0sec	250km/h	9.5km/L	244
X6 xDrive35i 3.0 (A) SUV	\$388,800	2979cc	6T/8AT	F4	306bhp/400Nm	6.4sec	240km/h	11.6km/L	200
X6 xDrive50i 4.4 (A) SUV	\$500,800	4395cc	V8T/8AT	F4	450bhp/650Nm	4.8sec	250km/h	10.3km/L	227
Z4 Roadster sDrive20i 2.0 (A)	\$261,800	1997cc	4T/8AT	FR	184bhp/270Nm	7.2sec	232km/h	14.7km/L	159
Z4 Roadster sDrive28i 2.0 (A)	\$284,800	1997cc	4T/8AT	FR	245bhp/350Nm	5.7sec	250km/h	14.7km/L	159
Z4 Roadster sDrive35is 3.0 (A)	\$354,800	2979cc	6T/7DC	FR	340bhp/450Nm	4.8sec	250km/h	11.1km/L	210

BMW M // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M3 Sedan 3.0 (A)	\$363,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L	194
M4 Coupe 3.0 (A)	\$373,800	2979cc	6T/7DC	FR	431bhp/550Nm	4.1sec	250km/h	12.0km/L	194
M5 Competition 4.4 (A) 4dr	\$498,800	4395cc	V8T/7DC	FR	575bhp/680Nm	4.2sec	250km/h	10.1km/L	232
M6 Coupe 4.4 (A)	\$552,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	250km/h	10.1km/L	232
M6 Convertible 4.4 (A)	\$597,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.3sec	250km/h	9.7km/L	239
M6 Gran Coupe 4.4 (A) 4dr	\$574,800	4395cc	V8T/7DC	FR	560bhp/680Nm	4.2sec	305km/h	10.1km/L	232
X5M 4.4 (A) SUV	\$529,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L	258
X6M 4.4 (A) SUV	\$554,800	4395cc	V8T/8AT	F4	575bhp/750Nm	4.2sec	250km/h	9.0km/L	258

BMW M PERFORMANCE // Munich Automobiles Pte Ltd, tel: 6899-6996, www.munichauto.com.sg

M135i 3.0 (A) 3dr	POA	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L	175
M135i 3.0 (A) 5dr	POA	2979cc	6T/8AT	FR	320bhp/450Nm	4.9sec	250km/h	13.3km/L	175
M235i Coupe 3.0 (A)	POA	2979cc	6T/8AT	FR	326bhp/450Nm	4.8sec	250km/h	13.2km/L	176
X5 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	14.9km/L	177
X6 M50d 3.0 (A) SUV	POA	2993cc	6TD/8AT	F4	381bhp/740Nm	5.3sec	250km/h	13.0km/L	199

CHERY // Vertex Automobile Pte Ltd, tel: 6742-2883, www.chery-vertex.com.sg

Fulwin 2 1.5 4dr	\$79,999	1497cc	4/5MT	FF	107bhp/140Nm	not avail.	160km/h	14.3km/L	165
J3 1.6 4dr	\$81,999	1597cc	4/5MT	FF	117bhp/147Nm	14.8sec	174km/h	12.5km/L	189

CHEVROLET // Alpine Motors, tel: 6511-3033, www.chevrolet.com.sg

Spark 1.0 (A) 5dr	\$107,999	995cc	4/4AT	FF	68bhp/89Nm	17.5sec	143km/h	16.7km/L	143
Sonic 1.4 (A) 4dr	\$113,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.6km/L	152
Sonic Hatch 1.4 (A)	\$113,999	1398cc	4/6AT	FF	100bhp/130Nm	12.9sec	175km/h	15.4km/L	155
Cruze 1.4 (A) 4dr	\$132,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.4sec	204km/h	14.7km/L	157
Cruze Station Wagon 1.4 (A)	\$135,999	1362cc	4T/6AT	FF	140bhp/200Nm	10.8sec	202km/h	14.7km/L	157
Orlando LS 1.4 (A) MPV	\$145,999	1362cc	4T/6AT	FF	140bhp/200Nm	11.2sec	191km/h	14.1km/L	165
Captiva 2.4 LT (A) SUV	\$169,999	2384cc	4/6AT	FF	167bhp/230Nm	10.8sec	181km/h	10.9km/L	210
Captiva 2.4 LT AWD (A) SUV	POA	2384cc	4/6AT	F4	167bhp/230Nm	11.0sec	175km/h	10.8km/L	219
Malibu 2.4 (A) 4dr	\$156,999	2384cc	4/6AT	F4	167bhp/225Nm	9.7sec	206km/h	12.8km/L	187

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/ TRANSMISSION	DRIVELINE	POWER/ TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
CHRYSLER // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.chrysler.com								
300C 3.6 (A) 4dr	\$288,000	3604cc	V6/8AT	FR	286bhp/340Nm	7.6sec	240km/h	10.3km/L 227
Grand Voyager 2.8 (A) MPV	\$248,000	2776cc	4TD/6AT	FF	160bhp/360Nm	12.8sec	185km/h	11.4km/L notavail

CITROEN // Cycle & Carriage France Pte Ltd, tel: 6479-2792, www.citroen.com.sg

DS3 1.4 EGS (A) 3dr	POA	1397cc	4/5AM	FF	95bhp/136Nm	11.8sec	184km/h	17.8km/L 127
DS3 Cabrio 1.6 (A) conv	POA	1598cc	4/4AT	FF	120bhp/160Nm	10.9sec	190km/h	15.2km/L 153
DS4 e-HDi 1.6 (A) 5dr	POA	1560cc	4TD/6AM	FF	110bhp/270Nm	11.3sec	190km/h	22.7km/L 114
DS4 So Chic 1.6 (A) 5dr	POA	1598cc	4T/6AT	FF	161bhp/240Nm	8.8sec	212km/h	13.0km/L 178
DS4 Sport Chic 1.6 5dr	POA	1598cc	4T/6MT	FF	200bhp/275Nm	8.5sec	235km/h	15.6km/L 149
DS5 e-HDi 1.6 (A) 5dr	\$165,988	1560cc	4TD/6AM	FF	115bhp/270Nm	10.1sec	191km/h	23.3km/L 112
DS5 Hybrid 4 2.0 (A) 5dr	POA	1997cc	4TDH/6AM	F4	200bhp/300Nm	9.2sec	211km/h	30.3km/L 85
C4 Cactus 1.2 (A) 5dr	\$119,988	1199cc	3/5AM	FF	80bhp/118Nm	15.0sec	172km/h	23.3km/L 98
C4 Picasso e-HDi 1.6 (A) MPV	\$130,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.3sec	189km/h	25.0km/L 105
Grand C4 Picasso e-HDi 1.6 (A) MPV	\$162,988	1560cc	4TD/6AM	FF	115bhp/270Nm	12.6sec	189km/h	25.0km/L 105

DAIHATSU // Sin Tien Seng Pte Ltd, tel: 6748-1166, www.sts.com.sg

Terios 1.5 (A) 4wd SUV	POA	1495cc	4/4AT	F4	105bhp/140Nm	12.6sec	150km/h	11.9km/L 179
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FERRARI // Ital Auto, tel: 6475-1118, www.italauto.com.sg

California T 3.9 (A) conv	POA	3855cc	V8T/7DC	FR	560bhp/755Nm	3.6sec	316km/h	9.5km/L 250
458 Italia 4.5 (A) coupe	\$1,231,509	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	325km/h	7.5km/L 307
458 Spider 4.5 (A) conv	\$1,362,509	4491cc	V8/7DC	MR	570bhp/540Nm	3.4sec	320km/h	8.4km/L 275
458 Speciale 4.5 (A) coupe	\$1,261,509	4497cc	V8/7DC	MR	605bhp/540Nm	3.0sec	325km/h	8.5km/L 275
FF 6.3 (A) coupe	\$1,532,509	6262cc	V12/7DC	F4	660bhp/683Nm	3.7sec	335km/h	6.5km/L 360
F12berlinetta 6.3 (A) coupe	\$1,571,509	6262cc	V12/7DC	FR	740bhp/690Nm	3.1sec	340km/h	6.7km/L 350

FIAT // TTS Eurocars Pte Ltd, tel: 6842-2222, www.fiat.com.sg

500 1.4 (A) 3dr	\$120,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L 130
500C 1.4 (A) conv	\$125,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L 130
500 Gucci 1.4 (A) 3dr	\$136,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	15.9km/L 130
500C Gucci 1.4 (A) conv	\$141,900	1368cc	4/5AM	FF	100bhp/131Nm	10.5sec	182km/h	17.2km/L 130
Bravo T-Jet 1.4 (A) 5dr	\$144,900	1368cc	4T/6AM	FF	150bhp/206Nm	8.5sec	212km/h	14.1km/L 132

FORD // Regent Motors Ltd, tel: 6376-2233, www.regentmotors.com.sg

Fiesta Trend 1.0 (A) 5dr	POA	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L 114
Fiesta Titanium 1.0 (A) 5dr	\$112,999	998cc	3T/6DC	FF	100bhp/170Nm	10.8sec	180km/h	20.4km/L 114
Focus Trend 1.6 (A) 4dr	\$122,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L 149
Focus Trend 1.6 (A) estate	POA	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L 149
Focus Titanium 1.6 (A) 4dr	\$127,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	196km/h	15.8km/L 149
Focus Titanium 1.6 (A) 5dr	\$127,999	1596cc	4/6DC	FF	125bhp/159Nm	11.5sec	194km/h	16.1km/L 149
Focus Titanium 1.6 (A) estate	POA	1596cc	4/6DC	FF	125bhp/159Nm	11.7sec	194km/h	16.1km/L 149
Focus ST 2.0 5dr	POA	1999cc	4T/6MT	FF	250bhp/345Nm	6.5sec	248km/h	13.9km/L 169
Mondeo 2.0 (A) 4dr	\$172,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L 187
Mondeo 2.0 (A) 5dr	\$174,999	1999cc	4T/6AT	FF	240bhp/345Nm	7.9sec	240km/h	12.5km/L 187
Kuga Trend 1.5 (A) SUV	\$149,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L 171
Kuga Titanium 1.5 (A) SUV	\$165,999	1498cc	4T/6AT	F4	182bhp/240Nm	10.1sec	200km/h	13.5km/L 171
S-Max 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	240bhp/340Nm	7.9sec	235km/h	11.6km/L 194
S-Max 2.0 TDCi (A) MPV	POA	1997cc	4TD/6DC	FF	163bhp/340Nm	10.4sec	200km/h	16.7km/L 159
Galaxy 2.0 (A) MPV	POA	1999cc	4T/6DC	FF	203bhp/300Nm	8.8sec	217km/h	12.3km/L 189
Galaxy 2.0 TDCi (A) MPV	POA	1997cc	4TD/6DC	FF	163bhp/340Nm	10.4sec	200km/h	16.7km/L 159

HONDA // Kah Motor Co Sdn Bhd, tel: 6840-6888, www.honda.com.sg

Jazz 1.3 (A) 5dr	\$108,999	1318cc	4/CVT	FF	100bhp/119Nm	12.9sec	175km/h	19.6km/L 121
Jazz RS 1.5 5dr	\$112,999	1498cc	4/6MT	FF	130bhp/155Nm	9.4sec	200km/h	18.9km/L 122
Jazz RS 1.5 (A) 5dr	\$112,999	1498cc	4/CVT	FF	130bhp/155Nm	9.6sec	196km/h	18.9km/L 127
City 1.5 (A) 4dr	\$113,999	1497cc	4/CVT	FF	120bhp/145Nm	11.0sec	192km/h	17.5km/L 135
Civic 1.6 (A) 4dr	\$129,999	1598cc	4/5AT	FF	125bhp/151Nm	12.4sec	197km/h	14.7km/L 162
HR-V 1.5 (A) 5dr	\$130,999	1497cc	4/CVT	FF	120bhp/145Nm	11.8sec	179km/h	15.4km/L 155
Accord 2.0 (A) 4dr	\$167,999	1997cc	4/5AT	FF	155bhp/190Nm	11.9sec	209km/h	13.2km/L 181
Accord 2.4 (A) 4dr	\$184,999	2356cc	4/5AT	FF	175bhp/225Nm	10.5sec	224km/h	12.3km/L 192
Mobilio 1.5 (A) MPV	\$125,999	1497cc	4/CVT	FF	120bhp/145Nm	11.6sec	160km/h	16.1km/L 148
Odyssey EX-S 2.4 (A) MPV	\$177,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L 187
Odyssey EXV-S 2.4 (A) MPV	\$185,999	2356cc	4/CVT	FF	172bhp/225Nm	11.5sec	196km/h	12.7km/L 187
CR-V RVS 2.4 (A) SUV	\$170,999	2354cc	4/5AT	FF	190bhp/222Nm	10.8sec	190km/h	11.9km/L 196

HYUNDAI // Komoco Motors Pte Ltd, tel: 6475-8888, www.hyundai.com.sg

Accent 1.4 (A) 4dr	\$98,888	1368cc	4/CVT	FF	100bhp/133Nm	11.8sec	185km/h	17.5km/L 146
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BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
HYUNDAI continued								
Elantra 1.6 (A) 4dr	\$98,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L
Elantra Elite 1.6 (A) 4dr	\$108,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.9km/L
i40 2.0 (A) estate	\$146,999	1998cc	4/6AT	FF	177bhp/213Nm	10.8sec	200km/h	13.9km/L
Sonata VIII 2.0 (A) 4dr	\$137,999	1999cc	4/6AT	FF	157bhp/196Nm	11.1sec	200km/h	12.5km/L
Genesis 3.8 (A) 4dr	POA	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Grand Genesis 3.8 (A) 4dr	\$271,999	3778cc	V6/8AT	FR	315bhp/397Nm	6.5sec	240km/h	8.9km/L
Tucson SP 2.0 (A) SUV	POA	1999cc	4/6AT	FF	152bhp/191Nm	11.5sec	177km/h	11.9km/L
Santa Fe 2.4 (A) SUV	\$178,999	2359cc	4/6AT	F4	192bhp/242Nm	10.9sec	190km/h	11.2km/L
Veloster 1.6 (A) coupe	\$110,999	1591cc	4/6DC	FF	140bhp/167Nm	10.3sec	200km/h	16.1km/L
Veloster Turbo 1.6 (A) coupe	\$137,999	1591cc	4T/6AT	FF	186bhp/265Nm	8.1sec	214km/h	13.0km/L

INFINITI // Wearnes Automotive, tel: 6430-4840, www.infiniti-singapore.com

Q50 Premium 2.0 (A) 4dr	\$205,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q50 Sport 2.0 (A) 4dr	\$223,800	1991cc	4T/7AT	FR	208bhp/350Nm	7.2sec	245km/h	13.7km/L
Q60 3.7 (A) conv	\$326,800	3696cc	V6/7AT	FR	320bhp/360Nm	5.8sec	250km/h	8.8km/L
Q70 Artisan Limited Run 2.5 (A)	POA	2496cc	V6/7AT	FR	219bhp/253Nm	9.2sec	231km/h	10.1km/L
Q70 Premium 3.7 (A) 4dr	\$299,800	3696cc	V6/7AT	FR	320bhp/360Nm	6.2sec	250km/h	9.8km/L
Q70 Hybrid 3.5 (A) 4dr	\$319,800	3498cc	V6H/7AT	FR	360bhp/350Nm	5.5sec	250km/h	14.3km/L
QX70 Premium 3.7 (A) SUV	\$322,800	3696cc	V6/7AT	F4	320bhp/360Nm	6.8sec	233km/h	8.2km/L
QX70 Sport Premium 5.0 (A) SUV	\$396,800	5026cc	V8/7AT	F4	390bhp/500Nm	5.8sec	250km/h	7.6km/L

JAGUAR // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

XF Luxury 2.2D (A) 4dr	POA	2179cc	4TD/8AT	FR	163bhp/400Nm	10.5sec	209km/h	19.2km/L
XF Luxury 2.0 (A) 4dr	\$209,999	1999cc	4T/8AT	FR	240bhp/340Nm	7.9sec	209km/h	11.2km/L
XF Premium Luxury 3.0 (A) 4dr	POA	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XFR 5.0 (A) 4dr	POA	5000cc	V8S/6AT	FR	510bhp/625Nm	4.9sec	250km/h	8.0km/L
XJ SWB 2.0 (A) 4dr	\$330,000	1999cc	4T/8AT	FR	240bhp/340Nm	7.5sec	241km/h	10.8km/L
XJ SWB 3.0D (A) 4dr	POA	2993cc	V6TD/8AT	FR	275bhp/600Nm	6.4sec	250km/h	15.9km/L
XJ LWB 3.0 (A) 4dr	\$410,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.9sec	250km/h	10.4km/L
XJ LWB Autobiography 5.0 (A)	\$555,000	5000cc	V8S/8AT	FR	510bhp/625Nm	4.9sec	250km/h	8.6km/L
F-Type Coupe 3.0 (A)	\$420,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.4km/L
F-Type S Coupe 3.0 (A)	\$460,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type R Coupe 5.0 (A)	\$570,000	5000cc	V8S/8AT	FR	550bhp/680Nm	4.2sec	300km/h	9.0km/L
F-Type 3.0 (A) conv	\$440,000	2995cc	V6S/8AT	FR	340bhp/450Nm	5.3sec	260km/h	11.1km/L
F-Type S 3.0 (A) conv	\$480,000	2995cc	V6S/8AT	FR	380bhp/460Nm	4.9sec	275km/h	11.0km/L
F-Type V8 S 5.0 (A) conv	\$590,000	5000cc	V8S/8AT	FR	495bhp/625Nm	4.3sec	300km/h	9.0km/L

JEEP // Chrysler Jeep Automotive of Singapore Pte Ltd, tel: 6479-3333, www.jeep.com.sg

Cherokee Limited 2.4 (A) SUV	\$238,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Cherokee Trailhawk 2.4 (A) SUV	\$248,000	2360cc	4/9AT	F4	174bhp/229Nm	10.5sec	175km/h	11.4km/L
Wrangler Sahara 3.6 (A) 3dr	\$248,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.1sec	180km/h	8.8km/L
Wrangler Sahara 3.6 (A) 5dr	\$263,000	3604cc	V6/5AT	F4	284bhp/342Nm	8.9sec	180km/h	8.5km/L
Wrangler Sahara 2.8 (A) 5dr	\$263,000	2776cc	4TD/5AT	F4	200bhp/460Nm	10.7sec	172km/h	11.4km/L
Grand Cherokee Summit 3.6 (A)	\$318,000	3604cc	V6/8AT	F4	286bhp/347Nm	9.1sec	206km/h	11.4km/L
Grand Cherokee Summit 3.0 (A)	POA	2987cc	V6TD/8AT	F4	247bhp/570Nm	8.2sec	202km/h	13.3km/L
Grand Cherokee SRT8 6.4 (A)	\$388,000	6424cc	V8/5AT	F4	477bhp/630Nm	4.8sec	250km/h	6.1km/L

KIA // Cycle & Carriage Kia Pte Ltd, tel: 6427-8888, www.kia.com.sg

Rio 1.4 (A) 5dr	\$103,999	1396cc	4/4AT	FF	107bhp/135Nm	13.2sec	170km/h	17.5km/L
Forte K3 EX 1.6 (A) 4dr	\$103,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Forte K3 SX Sport 1.6 (A) 4dr	\$113,999	1591cc	4/6AT	FF	130bhp/157Nm	11.6sec	195km/h	14.7km/L
Sportage 2.0 EX (A) SUV	\$132,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sportage 2.0 SX (A) SUV	\$137,999	1998cc	4/6AT	FF	166bhp/197Nm	10.6sec	182km/h	12.5km/L
Sorento 2.4 EX (A) SUV	\$160,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.4 SX (A) SUV	\$170,999	2359cc	4/6AT	FF	188bhp/239Nm	10.2sec	195km/h	11.4km/L
Sorento 2.2D (A) SUV	\$172,999	2199cc	4TD/6AT	F4	200bhp/441Nm	9.6sec	203km/h	14.9km/L
Carens 2.0 (A) MPV	\$127,999	1999cc	4/6AT	FF	166bhp/213Nm	10.8sec	200km/h	12.7km/L
Optima K5 2.0 (A) 4dr	\$130,999	1999cc	4/6AT	FF	165bhp/196Nm	10.6sec	208km/h	13.2km/L
Optima K5 2.4 (A) 4dr	POA	2359cc	4/6AT	FF	180bhp/231Nm	9.5sec	210km/h	11.8km/L

LAMBORGHINI // EuroSports Auto Pte Ltd, tel: 6565-5995, www.lamborghinisingapore.com

Huracan LP610-4 5.2 (A) coupe	POA	5204cc	V10/7DC	M4	610bhp/560Nm	3.2sec	325km/h	8.0km/L
Aventador LP700-4 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	700bhp/690Nm	2.9sec	350km/h	5.8km/L
Aventador LP750-4 Superveloce 6.5 (A) coupe	POA	6498cc	V12/7AM	M4	750bhp/690Nm	2.8sec	350km/h	6.3km/L
Aventador Roadster LP700-4 6.5 (A)	POA	6498cc	V12/7AM	M4	700bhp/690Nm	3.0sec	350km/h	5.8km/L

LAND ROVER // Wearnes Automotive, tel: 6378-2626, www.wearnesauto.com

Discovery Sport 2.0 (A) SUV	\$248,999	1999cc	4T/9AT	F4	240bhp/340Nm	8.2sec	200km/h	12.0km/L
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	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
LAND ROVER continued									
Discovery 3.0 (A) SUV	\$320,999	2993cc	V6TD/8AT	F4	256bhp/600Nm	9.3sec	180km/h	11.3km/L	230
Range Rover Evoque 2.0 (A) 5dr	\$239,999	1999cc	4T/9AT	F4	240bhp/340Nm	7.6sec	217km/h	12.8km/L	193
Range Rover Vogue 3.0D (A) SUV	\$530,999	2993cc	V6TD/8AT	F4	258bhp/600Nm	10.3sec	210km/h	13.3km/L	196
Range Rover Vogue 4.4D (A) SUV	POA	4367cc	V8TD/8AT	F4	339bhp/700Nm	6.9sec	218km/h	11.5km/L	229
Range Rover Vogue 5.0 (A) SUV	\$680,999	5000cc	V8S/8AT	F4	510bhp/625Nm	5.4sec	250km/h	7.6km/L	322
Range Rover LWB 5.0 (A) SUV	\$828,999	5000cc	V8S/8AT	F4	510bhp/625Nm	5.8sec	225km/h	7.8km/L	299
Range Rover Sport 3.0D (A) SUV	\$430,999	2993cc	V6TD/8AT	F4	292bhp/600Nm	7.2sec	210km/h	13.3km/L	199
Range Rover Sport 3.0 (A) SUV	\$470,999	2995cc	V6S/8AT	F4	340bhp/450Nm	7.2sec	210km/h	9.3km/L	249
Range Rover Sport 5.0 (A) SUV	\$600,999	5000cc	V8S/6AT	F4	510bhp/625Nm	6.2sec	225km/h	6.7km/L	348

LEXUS // Borneo Motors (S) Pte Ltd, tel: 6631-1388, www.lexus.com.sg

CT200h Executive 1.8 (A) 5dr	\$197,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
CT200h Luxury 1.8 (A) 5dr	\$217,000	1798cc	4/CVT	FF	134bhp/207Nm	10.3sec	180km/h	24.4km/L	95
IS250 Executive 2.5 (A) 4dr	\$237,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS250 Luxury 2.5 (A) 4dr	\$253,000	2500cc	V6/6AT	FR	208bhp/252Nm	8.1sec	225km/h	10.9km/L	213
IS300h Executive 2.5 (A) 4dr	\$246,000	2494cc	4H/CVT	FR	223bhp/300Nm	8.5sec	200km/h	20.0km/L	117
ES250 Executive 2.5 (A) 4dr	\$238,000	2494cc	4/6AT	FF	184bhp/235Nm	9.8sec	207km/h	12.5km/L	188
ES300h Executive 2.5 (A) 4dr	\$248,000	2494cc	4H/CVT	FF	205bhp/270Nm	8.5sec	180km/h	18.2km/L	130
GS250 Executive 2.5 (A) 4dr	\$269,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	207
GS250 Premium 2.5 (A) 4dr	\$281,000	2500cc	V6/6AT	FR	205bhp/252Nm	8.6sec	230km/h	11.2km/L	215
GS350 Luxury 3.5 (A) 4dr	\$331,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS350 F Sport 3.5 (A) 4dr	\$352,000	3456cc	V6/6AT	FR	316bhp/378Nm	6.0sec	235km/h	9.8km/L	225
GS450h Luxury 3.5 (A) 4dr	\$348,000	3456cc	V6H/CVT	FR	345bhp/352Nm	6.0sec	250km/h	16.4km/L	141
RC350 3.5 (A) coupe	\$325,000	3456cc	V6/8AT	FR	312bhp/378Nm	6.3sec	230km/h	10.4km/L	217
RC F 5.0 (A) coupe	\$445,000	4969cc	V8/8AT	FR	470bhp/530Nm	4.5sec	270km/h	9.1km/L	253
LS460 4.6 (A) 4dr	\$514,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460 F Sport 4.6 (A) 4dr	\$530,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS460L 4.6 (A) 4dr	\$567,000	4608cc	V8/8AT	FR	382bhp/493Nm	5.7sec	250km/h	9.3km/L	249
LS600hL 5.0 (A) 5-seat 4dr	\$661,000	4969cc	V8H/CVT	F4	438bhp/520Nm	6.3sec	250km/h	10.7km/L	219
NX200t Classic 2.0 (A) SUV	\$241,000	1998cc	4T/6AT	F4	234bhp/350Nm	7.3sec	200km/h	13.0km/L	178
NX300h Executive 2.5 (A) SUV	\$263,000	2494cc	4H/CVT	F4	197bhp/270Nm	9.2sec	180km/h	19.6km/L	117
RX270 Executive 2.7 (A) SUV	POA	2672cc	4/6AT	FR	185bhp/252Nm	11.0sec	200km/h	10.4km/L	226
RX350 Executive 3.5 (A) SUV	POA	3456cc	V6/6AT	F4	277bhp/346Nm	8.0sec	200km/h	9.3km/L	250
RX450h Executive 3.5 (A) SUV	\$361,000	3456cc	V6H/CVT	F4	299bhp/334Nm	7.8sec	200km/h	15.9km/L	145

LOTUS // Richburg Motors (S) Pte Ltd, tel: 6283-7076

Elise Club Racer 1.6 conv	\$230,668	1598cc	4/GMT	MR	136bhp/160Nm	6.5sec	204km/h	15.9km/L	149
Exige S 3.5 coupe	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	274km/h	9.9km/L	235
Exige S Automatic 3.5 (A)	POA	3456cc	V6S/6AT	MR	345bhp/400Nm	3.9sec	261km/h	10.4km/L	222
Exige S Roadster 3.5	POA	3456cc	V6S/GMT	MR	345bhp/400Nm	4.0sec	233km/h	9.9km/L	236
Evora 3.5 coupe	\$368,177	3456cc	V6/GMT	MR	276bhp/350Nm	5.0sec	262km/h	10.8km/L	217
Evora 3.5 (A) coupe	\$385,177	3456cc	V6/6AT	MR	276bhp/350Nm	5.3sec	250km/h	11.4km/L	210
Evora S 3.5 coupe	\$424,177	3456cc	V6S/GMT	MR	345bhp/400Nm	4.6sec	286km/h	10.1km/L	229
Evora S 3.5 (A) coupe	\$440,177	3456cc	V6S/6AT	MR	345bhp/400Nm	4.7sec	269km/h	10.3km/L	224

MASERATI // Hong Seh Motors Pte Ltd, tel: 6266-1555, www.hongseh.com

GranTurismo 4.2 (A) coupe	POA	4244cc	V8/6AT	FR	405bhp/460Nm	5.2sec	285km/h	6.8km/L	345
GranTurismo Sport 4.7 (A) coupe	POA	4691cc	V8/6AT	FR	460bhp/520Nm	4.8sec	298km/h	7.0km/L	354
GranTurismo MC Stradale 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	4.6sec	301km/h	6.9km/L	337
GranCabrio Sport 4.7 (A)	POA	4691cc	V8/6AT	FR	450bhp/510Nm	5.2sec	285km/h	6.9km/L	354
Ghibli 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	330bhp/450Nm	5.6sec	263km/h	9.6km/L	223
Ghibli S 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.0sec	285km/h	9.6km/L	242
Quattroporte 3.0 (A) 4dr	POA	2979cc	V6T/8AT	FR	410bhp/550Nm	5.1sec	285km/h	9.5km/L	244
Quattroporte 3.8 (A) 4dr	POA	3798cc	V8T/8AT	FR	530bhp/650Nm	4.7sec	307km/h	8.4km/L	278

MAZDA // Trans Eurokars - Mazda, tel: 6603-6118, www.mazda.com.sg

2.1.5 (A) 5dr	\$111,888	1496cc	4/6AT	FF	115bhp/148Nm	10.0sec	184km/h	19.6km/L	119
3.1.5 (A) 4dr	\$116,888	1496cc	4/6AT	FF	120bhp/150Nm	11.6sec	185km/h	17.5km/L	135
3.1.5 (A) 5dr	\$121,888	1496cc	4/6AT	FF	120bhp/150Nm	11.7sec	180km/h	17.5km/L	135
3.2.0 (A) 4dr	\$146,888	1998cc	4/6AT	FF	165bhp/210Nm	8.9sec	208km/h	17.2km/L	139
3.2.0 (A) 5dr	\$151,888	1998cc	4/6AT	FF	165bhp/210Nm	9.0sec	202km/h	16.9km/L	140
5.2.0 (A) MPV	\$145,888	1999cc	4/5AT	FF	151bhp/190Nm	11.4sec	194km/h	15.2km/L	198
Bianche 2.0 (A) MPV	\$158,888	1998cc	4/6AT	FF	151bhp/190Nm	12.7sec	176km/h	13.5km/L	174
6.2.0 (A) 4dr	\$155,888	1998cc	4/6AT	FF	165bhp/210Nm	10.1sec	209km/h	16.9km/L	138
6.2.5 (A) 4dr	\$169,888	2488cc	4/6AT	FF	192bhp/256Nm	7.8sec	223km/h	15.9km/L	153
6.2.5 (A) estate	\$176,888	2488cc	4/6AT	FF	187bhp/250Nm	8.2sec	218km/h	15.2km/L	155
8.2.3 (A) MPV	POA	2261cc	4/5AT	FF	163bhp/205Nm	13.3sec	170km/h	10.3km/L	222
CX-5 2.0 (A) SUV	\$158,888	1997cc	4/6AT	FF	155bhp/200Nm	9.5sec	187km/h	14.5km/L	160
CX-5 Luxury 2.5 (A) SUV	\$172,888	2488cc	4/6AT	FF	188bhp/250Nm	9.2sec	198km/h	14.5km/L	155

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	TOP SPEED	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
MAZDA continued									
CX-5 2.2 (A) SUV	\$188,888	2192cc	4TD/6AT	F4	175bhp/420Nm	9.4sec	204km/h	16.9km/L	155
CX-9 3.7 (A) SUV	POA	3726cc	V6/6AT	FF	277bhp/367Nm	9.9sec	181km/h	9.1km/L	257
MX-5 Roadster Coupe 2.0 (A)	POA	1999cc	4/6AT	FR	160bhp/188Nm	9.2sec	194km/h	11.1km/L	191

MCLAREN // McLaren Singapore, tel: 6251-6888, www.singapore.mclaren.com

12C 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	330km/h	8.5km/L	279
12C Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	616bhp/600Nm	3.3sec	328km/h	8.5km/L	279
650S 3.8 (A) coupe	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	333km/h	8.5km/L	275
650S Spider 3.8 (A) conv	POA	3799cc	V8T/7DC	MR	641bhp/678Nm	3.0sec	329km/h	8.5km/L	275

MERCEDES-BENZ // Cycle & Carriage Industries Pte Ltd, tel: 6298-1818, www.mercedes-benz.com.sg

A180 Style 1.6 (A) 5dr	\$145,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.8km/L	131
A180 Urban 1.6 (A) 5dr	\$154,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.1sec	202km/h	17.5km/L	133
A200 Style 1.6 (A) 5dr	\$158,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.5km/L	134
A200 Urban 1.6 (A) 5dr	\$172,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.3sec	224km/h	17.2km/L	136
A220 CDI 2.1 (A) 5dr	POA	2143cc	4TD/7DC	FF	170bhp/350Nm	8.2sec	220km/h	23.8km/L	109
A250 Sport 2.0 (A) 5dr	\$189,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.6sec	240km/h	15.6km/L	148
A45 AMG 2.0 (A) 5dr	\$291,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.4km/L	165
B180 Style 1.6 (A) 5dr	\$158,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	17.2km/L	135
B180 Urban 1.6 (A) 5dr	\$165,888	1595cc	4T/7DC	FF	122bhp/200Nm	10.2sec	190km/h	16.9km/L	137
B200 Style 1.6 (A) 5dr	\$176,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.4sec	220km/h	16.1km/L	138
CLA180 1.6 (A) 4dr	\$175,888	1595cc	4T/7DC	FF	122bhp/200Nm	9.2sec	210km/h	17.2km/L	135
CLA200 CGI 1.6 (A) 4dr	\$189,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.5sec	230km/h	18.2km/L	129
CLA220 CDI 2.1 (A) 4dr	POA	2143cc	4TD/7DC	FF	170bhp/350Nm	8.2sec	230km/h	22.2km/L	117
CLA250 CGI 2.0 (A) 4dr	\$203,888	1991cc	4T/7DC	FF	211bhp/350Nm	6.7sec	240km/h	17.2km/L	137
CLA45 AMG 2.0 (A) 4dr	\$303,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.6sec	250km/h	14.1km/L	165
GLA200 1.6 (A) SUV	\$202,888	1595cc	4T/7DC	FF	156bhp/250Nm	8.8sec	215km/h	16.9km/L	138
GLA200 CDI 2.1 (A) SUV	\$196,888	2143cc	4TD/7DC	FF	136bhp/300Nm	9.9sec	205km/h	22.2km/L	119
GLA250 4Matic 2.0 (A) SUV	\$208,888	1991cc	4T/7DC	F4	211bhp/350Nm	7.1sec	230km/h	15.2km/L	154
GLA45 AMG 2.0 (A) SUV	\$291,888	1991cc	4T/7DC	F4	360bhp/450Nm	4.8sec	250km/h	13.3km/L	175
C180 1.6 (A) 4dr	\$196,888	1595cc	4T/7AT	FR	156bhp/250Nm	8.5sec	223km/h	18.2km/L	127
C200 2.0 (A) 4dr	\$221,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.3sec	235km/h	17.2km/L	134
C250 2.0 (A) 4dr	\$242,888	1991cc	4T/7AT	FR	211bhp/350Nm	6.6sec	250km/h	16.9km/L	136
C63 AMG 4.0 (A) 4dr	\$445,888	3982cc	V8T/7AT	FR	476bhp/650Nm	4.1 sec	250km/h	11.9km/L	196
C63 S AMG 4.0 (A) 4dr	\$465,888	3982cc	V8T/7AT	FR	510bhp/700Nm	4.0sec	250km/h	11.6km/L	200
C250 Coupe 1.8 (A)	POA	1796cc	4T/7AT	FR	204bhp/310Nm	7.2sec	240km/h	15.4km/L	152
C350 Coupe 3.5 (A)	POA	3498cc	V6/7AT	FR	306bhp/370Nm	6.0sec	250km/h	14.7km/L	159
E200 2.0 (A) 4dr	\$257,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.9sec	233km/h	15.9km/L	146
E250 2.0 (A) 4dr	\$268,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.4sec	243km/h	15.9km/L	146
E300 BlueTEC Hybrid 2.1 (A) 4dr	\$296,888	2143cc	4TDH/7AT	FR	204bhp/500Nm	7.5sec	242km/h	23.8km/L	110
E350 BlueTEC 3.0 (A) 4dr	\$311,888	2987cc	V6TD/7AT	FR	252bhp/620Nm	6.6sec	250km/h	16.7km/L	157
E400 3.0 (A) 4dr	\$313,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.3km/L	175
E250 2.0 (A) estate	\$266,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.8sec	233km/h	15.2km/L	153
E400 3.5 (A) estate	\$317,888	2996cc	V6T/7AT	FR	333bhp/480Nm	7.5sec	250km/h	12.7km/L	184
E200 Coupe 2.0 (A)	\$272,888	1991cc	4T/7AT	FR	184bhp/300Nm	7.8sec	240km/h	16.1km/L	146
E250 Coupe 2.0 (A)	\$283,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.1sec	250km/h	15.4km/L	152
E200 Cabriolet 2.0 (A)	\$282,888	1991cc	4T/7AT	FR	184bhp/300Nm	8.2sec	235km/h	15.2km/L	154
E250 Cabriolet 2.0 (A)	\$298,888	1991cc	4T/7AT	FR	211bhp/350Nm	7.5sec	245km/h	14.7km/L	158
S350L BlueTEC 3.0 (A) 4dr	\$442,888	2987cc	V6TD/7AT	FR	258bhp/620Nm	6.8sec	250km/h	17.9km/L	148
S400L 3.0 (A) 4dr	\$459,888	2996cc	V6T/7AT	FR	333bhp/480Nm	6.4sec	250km/h	12.3km/L	188
S400L Hybrid 3.5 (A) 4dr	\$479,888	3498cc	V6H/7AT	FR	306bhp/370Nm	6.8sec	250km/h	15.2km/L	153
S500L 4.7 (A) 4dr	\$588,888	4663cc	V8T/7AT	FR	455bhp/700Nm	4.8sec	250km/h	11.6km/L	199
CLS400 3.0 (A) 4dr	\$368,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.3sec	250km/h	13.0km/L	179
CLS400 Shooting Brake 3.0 (A)	\$378,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.4sec	250km/h	12.5km/L	186
ML250 BlueTEC 2.1 (A) SUV	\$306,888	2143cc	4TD/7AT	F4	204bhp/500Nm	9.0sec	210km/h	16.6km/L	165
ML400 4Matic 3.0 (A) SUV	\$354,888	2996cc	V6T/7AT	F4	333bhp/480Nm	6.1sec	250km/h	10.9km/L	212
ML63 AMG 5.5 (A) SUV	\$524,888	5461cc	V8T/7AT	F4	525bhp/700Nm	4.8sec	250km/h	8.5km/L	276
G350 BlueTEC 3.0 (A) SUV	\$442,888	2987cc	V6TD/7AT	F4	211bhp/540Nm	9.1sec	175km/h	8.9km/L	295
G63 AMG 5.5 (A) SUV	\$686,888	5461cc	V8T/7AT	F4	544bhp/760Nm	5.4sec	210km/h	7.2km/L	322
GL350 BlueTEC 3.0 (A) SUV	\$428,888	2987cc	V6TD/7AT	F4	258bhp/620Nm	7.9sec	220km/h	12.5km/L	209
GL63 AMG 5.5 (A) SUV	\$658,888	5461cc	V8T/7AT	F4	557bhp/760Nm	4.9sec	250km/h	8.1km/L	288
SLK200 1.8 (A) conv	\$270,888	1796cc	4T/7AT	FR	184bhp/270Nm	7.0sec	237km/h	15.4km/L	159
SLK250 1.8 (A) conv	\$295,888	1796cc	4T/7AT	FR	204bhp/310Nm	6.6sec	243km/h	15.2km/L	161
SLK350 3.5 (A) conv	POA	3498cc	V6/7AT	FR	306bhp/370Nm	5.6sec	250km/h	14.1km/L	167
SL400 3.0 (A) conv	\$471,888	2996cc	V6T/7AT	FR	333bhp/480Nm	5.2sec	250km/h	13.0km/L	179
SL500 4.7 (A) conv	\$599,888	4663cc	V8T/7AT	FR	435bhp/700Nm	4.6sec	250km/h	11.0km/L	212
SL63 AMG 5.5 (A) conv	\$809,888	5461cc	V8T/7AT	FR	525bhp/630Nm	4.6sec	250km/h	7.2km/L	231
SL65 AMG 6.0 (A) conv	\$984,888	5980cc	V12T/7AT	FR	630bhp/1000Nm	4.0sec	250km/h	8.6km/L	270
AMG GT 4.0 (A) coupe	POA	3982cc	V8T/7DC	FR	462bhp/600Nm	4.0sec	304km/h	10.8km/L	216
AMG GT S 4.0 (A) coupe	POA	3982cc	V8T/7DC	FR	510bhp/650Nm	3.8sec	310km/h	10.4km/L	224

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km
MINI // Eurokars Habitat Pte Ltd, tel: 6473-3777, www.mini.com.sg								
One 1.2 (A) 3dr	\$127,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.2sec	195km/h 20.0km/L	112
One 5-Door 1.2 (A)	\$130,300	1198cc	3T/6AT	FF	102bhp/180Nm	10.5sec	192km/h 19.6km/L	119
Cooper D 1.5 (A) 3dr	\$145,300	1496cc	3TD/6AT	FF	116bhp/270Nm	9.2sec	200km/h 25.6km/L	103
Cooper 1.5 (A) 3dr	\$153,300	1499cc	3T/6AT	FF	136bhp/220Nm	7.8sec	210km/h 20.4km/L	115
Cooper 5-Door 1.5 (A)	\$156,300	1499cc	3T/6AT	FF	136bhp/220Nm	8.1sec	207km/h 20.0km/L	116
Cooper S 2.0 (A) 3dr	\$178,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.7sec	233km/h 18.2km/L	127
Cooper S 5-Door 2.0 (A)	\$181,300	1998cc	4T/6AT	FF	192bhp/280Nm	6.8sec	230km/h 18.2km/L	129
John Cooper Works 2.0 (A) 3dr	\$205,300	1998cc	4T/6AT	FF	231bhp/320Nm	6.1sec	246km/h 17.2km/L	134
John Cooper Works Clubman 1.6 (A)	POA	1598cc	4T/6AT	FF	211bhp/260Nm	7.0sec	236km/h 13.9km/L	167
Cooper Clubman 1.6 (A) 5dr	POA	1598cc	4/6AT	FF	120bhp/160Nm	10.9sec	201km/h 15.2km/L	152
Cooper Countryman 1.6 (A) 5dr	\$170,300	1598cc	4/6AT	FF	120bhp/155Nm	11.6sec	182km/h 13.2km/L	177
Cooper S Countryman 1.6 (A) 5dr	\$206,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.9sec	210km/h 13.3km/L	175
John Cooper Works Countryman 1.6 (A)	POA	1598cc	4T/6AT	F4	218bhp/280Nm	7.0sec	225km/h 13.5km/L	184
Cooper Paceman 1.6 (A) 3dr	\$170,300	1598cc	4/6AT	FF	122bhp/160Nm	11.5sec	184km/h 13.2km/L	177
Cooper S Paceman 1.6 (A) 3dr	\$206,300	1598cc	4T/6AT	FF	184bhp/240Nm	7.8sec	212km/h 13.3km/L	175
Cooper Cabriolet 1.6 (A)	\$166,300	1598cc	4/6AT	FF	120bhp/160Nm	11.1sec	191km/h 14.5km/L	154
Cooper S Cabriolet 1.6 (A)	\$201,300	1598cc	4T/6AT	FF	184bhp/260Nm	7.6sec	220km/h 14.7km/L	153

MITSUBISHI // Cycle & Carriage Automotive Pte Ltd, tel: 6473-9722, www.mitsubishicars.com.sg								
Attrage 1.2 (A) 4dr	\$96,999	1193cc	4/CVT	FF	78bhp/100Nm	14.0sec	170km/h 20.8km/L	113
Lancer EX 1.6 (A) 4dr	\$106,999	1590cc	4/4AT	FF	117bhp/154Nm	13.6sec	180km/h 13.7km/L	171
ASX 2.0 (A) SUV	\$132,999	1998cc	4/CVT	FF	150bhp/197Nm	11.3sec	193km/h 13.5km/L	176
Outlander 2.4 (A) SUV	\$146,999	2360cc	4/CVT	F4	165bhp/222Nm	11.2sec	195km/h 12.9km/L	186
Outlander PHEV 2.0 (A) SUV	POA	1998cc	4H/CVT	F4	121bhp/190Nm	11.0sec	170km/h 52.6km/L	44

NISSAN // Tan Chong Motor Sales Pte Ltd, tel: 6466-7711, www.nissan.com.sg								
Note 1.2 (A) 5dr	\$96,800	1198cc	3/CVT	FF	79bhp/106Nm	16.2sec	155km/h 18.5km/L	127
Note 1.2 DIG-S (A) 5dr	\$100,800	1198cc	3S/CVT	FF	98bhp/142Nm	12.0sec	167km/h 19.6km/L	121
Almera 1.5 4dr	\$96,800	1498cc	4/5MT	FF	99bhp/134Nm	13.0sec	170km/h 14.1km/L	149
Almera Premium 1.5 (A) 4dr	\$102,800	1498cc	4/4AT	FF	99bhp/134Nm	13.3sec	175km/h 14.5km/L	159
Sylphy Signature 1.6 (A) 4dr	\$111,800	1598cc	4/CVT	FF	116bhp/154Nm	11.7sec	180km/h 16.1km/L	149
Sylphy Signature 1.8 (A) 4dr	\$131,800	1798cc	4/CVT	FF	131bhp/174Nm	11.4sec	186km/h 14.9km/L	160
Sylphy SSS 1.6 (A) 4dr	\$141,800	1618cc	4T/CVT	FF	190bhp/240Nm	8.4sec	205km/h 12.8km/L	181
Teana 2.0 (A) 4dr	\$141,800	1997cc	4/CVT	FF	136bhp/190Nm	12.1sec	190km/h 13.5km/L	177
Teana 2.5 (A) 4dr	\$149,800	2488cc	4/CVT	FF	173bhp/234Nm	10.1sec	210km/h 13.3km/L	180
Teana 3.5 (A) 4dr	\$194,800	3498cc	V6/CVT	FF	249bhp/312Nm	7.9sec	210km/h 10.8km/L	223
Elgrand Highway Star 2.5 (A) MPV	\$180,800	2488cc	4/CVT	FF	170bhp/245Nm	12.6sec	180km/h 10.7km/L	232
Juke 1.6 (A) SUV	\$118,800	1598cc	4/CVT	FF	117bhp/158Nm	11.5sec	170km/h 15.3km/L	155
Juke 1.6 Turbo (A) SUV	POA	1618cc	4T/CVT	FF	190bhp/240Nm	7.8sec	200km/h 12.3km/L	193
Qashqai 1.2 (A) SUV	\$120,800	1197cc	4T/CVT	FF	115bhp/165Nm	12.9sec	173km/h 17.9km/L	129
Qashqai 2.0 (A) SUV	\$139,800	1997cc	4/CVT	FF	144bhp/200Nm	10.1sec	184km/h 14.5km/L	159
X-Trail 2.0 (A) SUV	\$145,800	1997cc	4/CVT	F4	144bhp/200Nm	12.1sec	180km/h 13.3km/L	178
Murano 2.5 (A) SUV	POA	2488cc	4/CVT	FF	170bhp/245Nm	11.0sec	180km/h 10.9km/L	211
GT-R 3.8 (A) coupe	\$494,800	3799cc	V6T/6DC	F4	542bhp/632Nm	2.7sec	315km/h 8.7km/L	275

OPEL // Auto Germany Pte Ltd, tel: 6922-3288, www.opel.com.sg								
Corsa 1.4 (A) 5dr	POA	1398cc	4/6AT	FF	90bhp/130Nm	13.9sec	170km/h 16.9km/L	139
Astra 1.4 Turbo (A) 5dr	\$146,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.2sec	200km/h 14.9km/L	157
Astra GTC 1.4 (A) coupe	\$156,800	1364cc	4T/6AT	FF	140bhp/200Nm	10.3sec	200km/h 14.7km/L	139
Meriva 1.4 (A) 5dr	\$134,800	1364cc	4T/6AT	FF	140bhp/200Nm	11.1sec	193km/h 13.9km/L	169
Zafira Tourer 1.4 (A) MPV	\$168,800	1362cc	4T/6AT	FF	140bhp/200Nm	10.9sec	197km/h 13.9km/L	169
Insignia 1.6 (A) 4dr	\$174,800	1598cc	4T/6AT	FF	170bhp/260Nm	9.9sec	210km/h 15.2km/L	155

PAGANI // EuroSports Auto Pte Ltd, tel: 6565-5995								
Huayra 6.0 (A) coupe	POA	5980cc	V12T/7AM	MR	700bhp/1000Nm	3.3sec	370km/h 6.7km/L	463

PERODUA // Perocom Auto Pte Ltd, tel: 6880-8101, www.perodua.com.sg								
Kenari EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	55bhp/88Nm	20.5sec	140km/h not avail.	not avail.
Viva EZ 1.0 (A) 5dr	POA	989cc	3/4AT	FF	61bhp/90Nm	15.4sec	145km/h 15.2km/L	not avail.
Myvi EZi 1.3 (A) 5dr	POA	1298cc	4/4AT	FF	87bhp/120Nm	13.0sec	164km/h 15.6km/L	not avail.

PEUGEOT // AutoFrance, tel: 6376-2288, www.peugeot.com.sg								
308 Active 1.2 (A) 5dr	\$120,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.2sec	200km/h 19.6km/L	117
308 Allure 1.2 (A) 5dr	\$129,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h 19.2km/L	119
308 SW Allure 1.2 (A) estate	\$132,900	1199cc	4T/6AT	FF	129bhp/230Nm	10.7sec	200km/h 19.2km/L	119
3008 Active e-HDi 1.6 (A) MPV	\$131,900	1560cc	4TD/6AM	FF	112bhp/270Nm	12.6sec	183km/h 22.2km/L	117
508 Allure 1.6 (A) 4dr	\$162,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h 17.2km/L	134
508 Allure 1.6 (A) estate	\$167,900	1598cc	4T/6AT	FF	163bhp/240Nm	8.9sec	210km/h 17.2km/L	135

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
PEUGEOT continued									
5008 e-HDi 1.6 (A) MPV	\$138,900	1560cc	4TD/6AM	FF	112bhp/270Nm	13.2sec	183km/h	20.4km/L	127
RCZ 1.6 (A) coupe	POA	1598cc	4T/6AT	FF	156bhp/240Nm	8.4sec	213km/h	13.7km/L	168

PORSCHE // Stuttgart Auto Pte Ltd, tel: 6363-0911, www.porsche.com.sg

911 Carrera 3.4 (A) coupe	\$516,997	3436cc	F6/7DC	RR	350bhp/390Nm	4.6sec	287km/h	12.2km/L	194
911 Carrera S 3.8 (A) coupe	\$585,997	3800cc	F6/7DC	RR	400bhp/440Nm	4.3sec	302km/h	11.5km/L	205
911 Carrera GTS 3.8 (A) coupe	\$636,697	3800cc	F6/7DC	RR	430bhp/440Nm	4.0sec	304km/h	11.5km/L	202
911 Carrera 4 3.4 (A) coupe	\$551,497	3436cc	F6/7DC	R4	350bhp/390Nm	4.7sec	283km/h	11.6km/L	203
911 Carrera 4S 3.8 (A) coupe	\$619,797	3800cc	F6/7DC	R4	400bhp/440Nm	4.3sec	297km/h	11.0km/L	215
911 Carrera 4 GTS 3.8 (A) coupe	\$670,497	3800cc	F6/7DC	R4	430bhp/440Nm	4.0sec	302km/h	11.0km/L	212
911 Carrera Cabriolet 3.4 (A)	\$579,297	3436cc	F6/7DC	RR	350bhp/390Nm	4.8sec	284km/h	11.9km/L	198
911 Carrera S Cabriolet 3.8 (A)	\$649,097	3800cc	F6/7DC	RR	400bhp/440Nm	4.5sec	299km/h	11.2km/L	210
911 Carrera GTS Cabriolet 3.8 (A)	\$699,997	3800cc	F6/7DC	RR	430bhp/440Nm	4.2sec	302km/h	11.2km/L	207
911 Carrera 4 Cabriolet 3.4 (A)	\$618,797	3436cc	F6/7DC	R4	350bhp/390Nm	4.9sec	280km/h	11.5km/L	205
911 Carrera 4S Cabriolet 3.8 (A)	\$681,097	3800cc	F6/7DC	R4	400bhp/440Nm	4.5sec	294km/h	10.9km/L	217
911 Carrera 4 GTS Cabriolet 3.8 (A)	\$731,797	3800cc	F6/7DC	R4	430bhp/440Nm	4.2sec	301km/h	10.9km/L	214
911 Targa 4 3.4 (A) conv	\$622,797	3436cc	F6/7DC	R4	350bhp/390Nm	5.0sec	280km/h	11.5km/L	204
911 Targa 4S 3.8 (A) conv	\$685,097	3800cc	F6/7DC	R4	400bhp/440Nm	4.6sec	294km/h	10.9km/L	214
911 Targa 4 GTS 3.8 (A) conv	\$731,797	3800cc	F6/7DC	R4	430bhp/440Nm	4.3sec	301km/h	10.9km/L	214
911 GT3 3.8 (A) coupe	\$715,197	3799cc	F6/7DC	RR	475bhp/440Nm	3.5sec	315km/h	8.1km/L	289
911 GT3 RS 4.0 (A) coupe	\$869,397	3996cc	F6/7DC	RR	500bhp/460Nm	3.3sec	310km/h	7.9km/L	296
911 Turbo 3.8 (A) coupe	\$797,797	3800cc	F6T/7DC	R4	520bhp/660Nm	3.4sec	315km/h	10.3km/L	227
911 Turbo S 3.8 (A) coupe	\$930,897	3800cc	F6T/7DC	R4	560bhp/700Nm	3.1sec	318km/h	10.3km/L	227
911 Turbo Cabriolet 3.8 (A)	\$872,497	3800cc	F6T/7DC	R4	520bhp/660Nm	3.5sec	315km/h	10.1km/L	231
911 Turbo S Cabriolet 3.8 (A)	\$1,008,197	3800cc	F6T/7DC	R4	560bhp/700Nm	3.2sec	318km/h	10.1km/L	231
Cayman 2.7 (A) coupe	\$325,497	2706cc	F6/7DC	MR	275bhp/290Nm	5.6sec	264km/h	12.7km/L	180
Cayman S 3.4 (A) coupe	\$388,297	3436cc	F6/7DC	MR	325bhp/370Nm	4.9sec	281km/h	12.2km/L	188
Cayman GTS 3.4 (A) coupe	\$433,197	3436cc	F6/7DC	MR	340bhp/380Nm	4.8sec	283km/h	12.2km/L	190
Cayman GT4 3.8 coupe	\$504,197	3800cc	F6/6MT	MR	385bhp/420Nm	4.4sec	295km/h	9.7km/L	238
Boxster 2.7 (A) conv	\$318,597	2706cc	F6/7DC	MR	265bhp/280Nm	5.7sec	262km/h	12.7km/L	180
Boxster S 3.4 (A) conv	\$374,397	3436cc	F6/7DC	MR	315bhp/360Nm	5.0sec	277km/h	12.2km/L	188
Boxster GTS 3.4 (A) conv	\$414,297	3436cc	F6/7DC	MR	330bhp/370Nm	4.9sec	279km/h	12.2km/L	190
Boxster Spyder 3.8 conv	POA	3800cc	F6/6MT	MR	375bhp/420Nm	4.5sec	290km/h	10.1km/L	230
Macan 2.0 (A) SUV	\$300,297	1984cc	4T/7DC	F4	237bhp/350Nm	6.9sec	223km/h	13.3km/L	175
Macan S 3.0 (A) SUV	\$348,997	2997cc	V6T/7DC	F4	340bhp/460Nm	5.4sec	254km/h	11.1km/L	212
Macan S Diesel 3.0 (A) SUV	\$333,297	2967cc	V6TD/7DC	F4	258bhp/580Nm	6.3sec	230km/h	15.9km/L	164
Macan Turbo 3.6 (A) SUV	\$451,397	3604cc	V6T/7DC	F4	400bhp/550Nm	4.8sec	266km/h	10.9km/L	216
Cayenne 3.6 (A) SUV	\$369,297	3598cc	V6/8AT	F4	300bhp/400Nm	7.8sec	230km/h	10.1km/L	236
Cayenne Diesel 3.0 (A) SUV	\$375,597	2967cc	V6TD/8AT	F4	262bhp/580Nm	7.3sec	221km/h	14.7km/L	179
Cayenne S Diesel 4.1 (A) SUV	\$480,197	4134cc	V8TD/8AT	F4	385bhp/850Nm	5.4sec	252km/h	12.5km/L	209
Cayenne S 3.6 (A) SUV	\$469,797	3604cc	V6T/8AT	F4	420bhp/550Nm	5.5sec	259km/h	10.2km/L	229
Cayenne S E-Hybrid 3.0 (A) SUV	\$470,197	2995cc	V6H/8AT	F4	416bhp/590Nm	5.9sec	243km/h	29.4km/L	79
Cayenne GTS 3.6 (A) SUV	\$558,397	3604cc	V6T/8AT	F4	440bhp/600Nm	5.2sec	262km/h	10.0km/L	234
Cayenne Turbo 4.8 (A) SUV	\$660,497	4806cc	V8T/8AT	F4	520bhp/750Nm	4.5sec	279km/h	8.7km/L	267
Cayenne Turbo S 4.8 (A) SUV	\$820,297	4806cc	V8T/8AT	F4	570bhp/800Nm	4.1sec	284km/h	8.7km/L	267
Panamera 3.6 (A) 5dr	\$436,897	3605cc	V6/7DC	FR	310bhp/400Nm	6.3sec	259km/h	11.9km/L	196
Panamera 4 3.6 (A) 5dr	\$466,597	3605cc	V6/7DC	F4	310bhp/400Nm	6.1sec	257km/h	11.5km/L	203
Panamera Diesel 3.0 (A) 5dr	\$435,397	2967cc	V6TD/8AT	FR	300bhp/650Nm	6.0sec	259km/h	15.6km/L	169
Panamera S E-Hybrid 3.0 (A) 5dr	\$570,797	2995cc	V6H/8AT	FR	416bhp/590Nm	5.5sec	270km/h	32.2km/L	71
Panamera S 3.0 (A) 5dr	\$582,697	2997cc	V6T/7DC	FR	420bhp/520Nm	5.1sec	287km/h	11.5km/L	204
Panamera 4S 3.0 (A) 5dr	\$603,197	2997cc	V6T/7DC	F4	420bhp/520Nm	4.8sec	286km/h	11.2km/L	208
Panamera GTS 4.8 (A) 5dr	\$695,097	4806cc	V8/7DC	F4	440bhp/520Nm	4.4sec	288km/h	9.3km/L	249
Panamera Turbo 4.8 (A) 5dr	\$771,897	4806cc	V8T/7DC	F4	520bhp/700Nm	4.1sec	305km/h	9.8km/L	265
Panamera Turbo S 4.8 (A) 5dr	\$941,797	4806cc	V8T/7DC	F4	550bhp/750Nm	3.8sec	306km/h	8.7km/L	239

PROTON // Proton Singapore Pte Ltd, tel: 6472-5885, www.proton.com.sg

Saga 1.3 4dr	POA	1332cc	4/5MT	FF	94bhp/120Nm	13.0sec	160km/h	13.7km/L	145
Preve 1.6 4dr	POA	1597cc	4/5MT	FF	107bhp/150Nm	12.0sec	180km/h	12.7km/L	187
Preve 1.6 CFE (A) 4dr	POA	1597cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.2km/L	205
Exora Bold CPS 1.6 (A) MPV	POA	1597cc	4/4AT	FF	125bhp/150Nm	15.5sec	165km/h	11.4km/L	209
Exora Bold CFE 1.6 (A) MPV	POA	1561cc	4T/CVT	FF	138bhp/205Nm	9.6sec	190km/h	11.6km/L	205

RENAULT // Wearnes Automotive Pte Ltd, tel: 6471-3313, www.renault.com.sg

Captur 1.2 (A) 5dr	\$128,999	1197cc	4T/6DC	FF	120bhp/190Nm	10.9sec	192km/h	18.5km/L	125
Captur 1.5 (A) 5dr	\$128,999	1461cc	4TD/6DC	FF	88bhp/220Nm	13.5sec	170km/h	25.6km/L	103
Clio RS Sport 1.6 (A) 5dr	\$162,999	1618cc	4T/6DC	FF	200bhp/240Nm	6.8sec	230km/h	15.9km/L	144
Megane GT-Line 1.5 (A) 5dr	\$128,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.7sec	190km/h	23.8km/L	110
Megane RS265 2.0 3dr	POA	1998cc	4T/6MT	FF	265bhp/360Nm	6.0sec	255km/h	12.2km/L	190
Fluence 1.5 (A) 4dr	\$124,999	1461cc	4TD/6DC	FF	110bhp/240Nm	11.9sec	185km/h	22.7km/L	114
Grand Scenic 1.5 (A) MPV	\$147,999	1461cc	4TD/6DC	FF	110bhp/240Nm	14.3sec	180km/h	21.3km/L	124

RENAULT continued Grand Scenic 2.0 (A) MPV

PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE	CO2 EMISSION g/km	
\$175,999	1997cc	4/CVT	FF	140bhp/195Nm	11.4sec	190km/h	12.2km/L	186

ROLLS-ROYCE // Rolls-Royce Motor Cars Singapore, tel: 6479-4333, www.rolls-roycemotorcars-singapore.com

Ghost SII 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost SII EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	563bhp/780Nm	4.8sec	250km/h	7.1km/L	329
Ghost V 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	4.9sec	250km/h	7.1km/L	327
Ghost V EWB 6.6 (A) 4dr	POA	6592cc	V12T/8AT	FR	593bhp/780Nm	5.0sec	250km/h	7.1km/L	329
Wraith 6.6 (A) coupe	POA	6592cc	V12T/8AT	FR	624bhp/800Nm	4.6sec	250km/h	7.1km/L	327
Phantom SII 6.7 (A) 4dr	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.9km/L	347
Phantom Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.8sec	250km/h	7.0km/L	347
Phantom Drophead Coupe SII 6.7 (A)	POA	6749cc	V12/8AT	FR	453bhp/720Nm	5.9sec	240km/h	6.8km/L	347

RUF // Specialised Automobiles Pte Ltd, tel: 6479-9911

3800S 3.8 (A) conv	POA	3800cc	F6/7DC	MR	420bhp/450Nm	4.1sec	300km/h	11.5km/L	205
Rt 35 3.8 (A) coupe	POA	3800cc	F6T/7DC	RR	630bhp/825Nm	3.1sec	338km/h	9.1km/L	253
CTR3 3.8 (A) coupe	POA	3800cc	F6T/7DC	MR	777bhp/980Nm	3.2sec	380km/h	7.4km/L	311

SSANGYONG // Motorway SsangYong Pte Ltd, tel: 6463-2200, www.ssangyong.com.sg

Korando 2.0 (A) SUV	POA	1998cc	4/6AT	FF	149bhp/197Nm	14.6sec	165km/h	12.7km/L	185
Korando 2.0D (A) SUV	POA	1998cc	4TD/6AT	FF	175bhp/360Nm	10.8sec	186km/h	13.7km/L	194
Rexton 2.0 (A) SUV	\$174,888	1998cc	4TD/5AT	FF	155bhp/360Nm	13.2sec	175km/h	12.8km/L	206
Stavic 2.0 (A) MPV	\$159,888	1998cc	4TD/5AT	FF	155bhp/360Nm	not avail.	181km/h	12.8km/L	205

SUBARU // Motor Image Enterprises Pte Ltd, tel: 6417-0300, www.subaru.com.sg

Impreza 1.6i-S (A) 4dr	\$112,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
Impreza 1.6i-S (A) 5dr	\$115,800	1600cc	F4/CVT	F4	114bhp/150Nm	12.6sec	181km/h	14.3km/L	164
WRX 2.0 4dr	\$174,800	1998cc	F4T/6MT	F4	268bhp/350Nm	6.0sec	215km/h	10.9km/L	213
WRX 2.0 (A) 4dr	\$156,800	1998cc	F4T/CVT	F4	268bhp/350Nm	6.3sec	240km/h	11.6km/L	199
WRX STI 2.5 4dr	\$192,800	2457cc	F4T/6MT	F4	305bhp/407Nm	5.2sec	255km/h	9.6km/L	242
Forester 2.0i (A) SUV	\$132,800	1995cc	F4/CVT	F4	150bhp/198Nm	11.8sec	192km/h	12.7km/L	182
Forester 2.0 XT (A) SUV	\$145,800	1998cc	F4T/CVT	F4	240bhp/350Nm	7.5sec	221km/h	11.8km/L	197
Outback 2.5 (A) estate	\$148,800	2498cc	F4/CVT	F4	175bhp/235Nm	10.2sec	210km/h	13.0km/L	177
XV 1.6 (A) SUV	\$121,800	1600cc	F4/CVT	F4	114bhp/150Nm	13.8sec	175km/h	15.9km/L	146
BRZ 2.0 coupe	\$162,800	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L	181
BRZ 2.0 (A) coupe	\$162,800	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.1km/L	164

SUZUKI // Champion Motors (1975) Pte Ltd, tel: 6631-1118, www.suzukicar.com.sg

Swift GLX 1.4 5dr	POA	1372cc	4/5MT	FF	95bhp/130Nm	10.9sec	170km/h	18.2km/L	132
Swift GLX 1.4 (A) 5dr	\$98,900	1372cc	4/4AT	FF	95bhp/130Nm	12.3sec	165km/h	16.1km/L	147
Swift Sport 1.6 5dr	\$111,900	1586cc	4/6MT	FF	136bhp/160Nm	8.7sec	195km/h	15.4km/L	153
Swift Sport 1.6 (A) 5dr	\$114,900	1586cc	4/CVT	FF	136bhp/160Nm	8.7sec	185km/h	16.4km/L	144
Solio 1.2 (A) 5dr	\$101,900	1242cc	4/CVT	FF	91bhp/118Nm	13.5sec	155km/h	18.9km/L	127
S-Cross 1.6 (A) 5dr	\$112,900	1586cc	4/CVT	FF	120bhp/156Nm	12.4sec	170km/h	17.2km/L	137
S-Cross AllGrip 1.6 (A) 5dr	\$119,900	1586cc	4/CVT	F4	120bhp/156Nm	13.5sec	165km/h	16.1km/L	146
Vitara 1.6 (A) 5dr	POA	1586cc	4/6AT	F4	120bhp/156Nm	13.0sec	180km/h	17.5km/L	131

TOYOTA // Borneo Motors (S) Pte Ltd, tel: 6631-1188, www.toyotasingapore.com.sg

Vios Elegance 1.5 (A) 4dr	\$108,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Vios Grande 1.5 (A) 4dr	\$113,888	1497cc	4/4AT	FF	107bhp/141Nm	12.0sec	170km/h	15.4km/L	154
Yaris 1.3 (A) 5dr	POA	1329cc	4/CVT	FF	100bhp/125Nm	11.7sec	175km/h	19.6km/L	118
Corolla Altis 1.6 (A) 4dr	\$118,888	1598cc	4/CVT	FF	121bhp/154Nm	11.1sec	185km/h	15.4km/L	151
Prius C 1.5 (A) 5dr	\$119,888	1497cc	4H/CVT	FF	100bhp/111Nm	10.7sec	170km/h	25.6km/L	90
Prius 1.8 (A) 5dr	\$145,888	1798cc	4H/CVT	FF	100bhp/142Nm	10.4sec	180km/h	25.0km/L	92
Camry 2.0 (A) 4dr	\$152,888	1998cc	4/6AT	FF	164bhp/199Nm	10.8sec	187km/h	14.0km/L	167
Camry 2.5 (A) 4dr	\$157,888	2494cc	4/6AT	FF	178bhp/231Nm	9.2sec	210km/h	12.9km/L	184
Camry Hybrid 2.5 (A) 4dr	\$186,888	2494cc	4H/CVT	FF	205bhp/213Nm	8.7sec	185km/h	19.6km/L	119
Avanza 1.5 (A) MPV	\$122,888	1495cc	4/4AT	FF	103bhp/136Nm	15.0sec	165km/h	13.2km/L	178
Wish Classic 1.8 (A) MPV	\$140,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Wish Elegance 1.8 (A) MPV	\$146,888	1794cc	4/CVT	FF	132bhp/170Nm	11.3sec	180km/h	12.5km/L	158
Previa 2.4 (A) 7-seat MPV	\$192,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L	207

THE 10 MODELS WITH THE LOWEST COST PER BHP



FORD MONDEO - \$721/BHP
HYUNDAI VELOSTER - \$793/BHP
HYUNDAI VELOSTER TURBO - \$742/BHP
JEEP GRAND CHEROKEE SRT8 - \$813/BHP
MERCEDES-BENZ A45 AMG - \$811/BHP

NISSAN SYLPHY SSS - \$746/BHP
SUBARU WRX - \$585/BHP
SUBARU WRX STI - \$632/BHP
TOYOTA 86 - \$794/BHP
VOLKSWAGEN GOLF R - \$798/BHP

BUY GUIDE

	PRICE ON THE ROAD	ENGINE CAPACITY	ENGINE FORMAT/TRANSMISSION	DRIVELINE	POWER/TORQUE	0-100KM/H	FUEL CONSUMPTION COMBINED CYCLE		CO2 EMISSION g/km
TOYOTA continued									
Previa 2.4 (A) 8-seat MPV	\$192,888	2362cc	4/CVT	FF	170bhp/224Nm	11.2sec	180km/h	11.2km/L	207
Alphard 2.5 (A) MPV	\$214,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L	200
Vellfire 2.5 (A) MPV	\$222,888	2494cc	4/CVT	FF	179bhp/235Nm	11.3sec	170km/h	11.6km/L	200
RAV4 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L	174
RAV4 Premium 2.0 (A) SUV	POA	1987cc	4/CVT	F4	151bhp/194Nm	10.7sec	185km/h	13.3km/L	174
Fortuner 2.7 (A) SUV	\$196,888	2694cc	4/4AT	FR	160bhp/241Nm	12.2sec	180km/h	8.3km/L	264
86 S 2.0 coupe	\$158,888	1998cc	F4/6MT	FR	200bhp/205Nm	7.6sec	226km/h	12.8km/L	181
86 GS 2.0 (A) coupe	\$164,888	1998cc	F4/6AT	FR	200bhp/205Nm	8.2sec	210km/h	14.3km/L	164

VOLKSWAGEN // Volkswagen Centre Singapore, tel: 6474-8288, www.volkswagen.com.sg

Polo 1.2 (A) 5dr	\$108,800	1197cc	4T/7DC	FF	90bhp/160Nm	10.9sec	182km/h	18.9km/L	124
Beetle 1.2 (A) 3dr	\$129,300	1197cc	4T/7DC	FF	105bhp/175Nm	10.9sec	180km/h	16.9km/L	137
Beetle 1.4 (A) 3dr	\$159,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.3sec	207km/h	16.1km/L	143
Golf 1.2 (A) 5dr	\$120,300	1197cc	4T/7DC	FF	105bhp/175Nm	10.2sec	192km/h	16.1km/L	114
Golf 1.4 (A) 5dr	\$128,800	1395cc	4T/7DC	FF	122bhp/200Nm	9.3sec	203km/h	20.0km/L	116
Golf Sport 1.4 (A) 5dr	\$161,300	1395cc	4T/7DC	FF	140bhp/250Nm	8.4sec	212km/h	20.0km/L	116
Golf GTI 2.0 (A) 5dr	\$200,300	1984cc	4T/6DC	FF	220bhp/350Nm	6.5sec	244km/h	15.6km/L	153
Golf R 2.0 (A) 5dr	\$223,300	1984cc	4T/6DC	F4	280bhp/380Nm	5.0sec	250km/h	14.1km/L	164
Golf Cabriolet 1.4 (A)	\$182,800	1390cc	4TS/7DC	FF	160bhp/240Nm	8.4sec	216km/h	15.8km/L	148
Golf GTI Cabriolet 2.0 (A)	\$200,800	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	235km/h	13.0km/L	180
Scirocco 1.4 (A) coupe	\$138,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.7sec	200km/h	15.9km/L	147
Scirocco R 2.0 (A) coupe	POA	1984cc	4T/6DC	FF	280bhp/350Nm	5.5sec	250km/h	12.7km/L	185
Jetta Highline 1.4 (A) 4dr	\$128,300	1390cc	4T/7DC	FF	122bhp/200Nm	9.8sec	202km/h	16.6km/L	138
Touran 1.4 (A) MPV	\$154,300	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L	154
Touran Comfort 1.4 (A) MPV	\$163,800	1390cc	4TS/7DC	FF	140bhp/220Nm	9.5sec	202km/h	15.2km/L	154
Touran Sport 1.4 (A) MPV	\$177,800	1390cc	4TS/7DC	FF	170bhp/240Nm	8.5sec	213km/h	15.2km/L	154
Touran 1.6 TDI (A) MPV	\$146,800	1598cc	4TD/7DC	FF	105bhp/250Nm	12.8sec	183km/h	21.7km/L	121
Sharan 2.0 (A) MPV	\$212,300	1984cc	4T/6DC	FF	200bhp/280Nm	8.3sec	220km/h	11.7km/L	198
Sharan 2.0 TDI (A) MPV	\$226,800	1968cc	4TD/6DC	FF	170bhp/350Nm	9.8sec	210km/h	16.9km/L	154
Passat 1.8 (A) 4dr	POA	1798cc	4T/7DC	FF	160bhp/250Nm	8.5sec	215km/h	13.7km/L	162
Passat Variant 3.6 (A) estate	POA	3597cc	V6/6DC	F4	300bhp/350Nm	5.7sec	250km/h	10.8km/L	215
CC R-Line 2.0 (A) 4dr	\$198,300	1984cc	4T/6DC	FF	210bhp/280Nm	7.3sec	240km/h	12.8km/L	182
Phaeton 3.6 (A) 4dr	\$347,800	3597cc	V6/6AT	F4	280bhp/370Nm	8.9sec	250km/h	8.8km/L	265
Phaeton 4.2 (A) 4dr	\$418,800	4172cc	V8/6AT	F4	335bhp/430Nm	6.9sec	250km/h	8.0km/L	298
Tiguan 1.4 (A) SUV	POA	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L	164
Tiguan 1.4 EQP (A) SUV	POA	1390cc	4TS/6DC	FF	150bhp/240Nm	9.3sec	193km/h	14.1km/L	164
Tiguan R-Line 2.0 (A) SUV	\$202,300	1984cc	4T/7DC	F4	210bhp/280Nm	7.3sec	213km/h	11.6km/L	199
Tiguan 2.0 TDI (A) SUV	\$188,800	1968cc	4TD/7DC	F4	140bhp/320Nm	10.2sec	188km/h	16.7km/L	158
Touareg R-Line 3.6 (A) SUV	POA	3597cc	V6/8AT	F4	280bhp/360Nm	7.8sec	228km/h	10.1km/L	236
Touareg R-Line 3.0 TDI (A) SUV	\$324,300	2967cc	V6TD/8AT	F4	245bhp/550Nm	7.6sec	220km/h	13.9km/L	189

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S60 D2 1.6 (A) 4dr	\$180,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.3sec	195km/h	23.3km/L	114
S60 T5 Drive-E 2.0 (A) 4dr	\$200,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.3sec	230km/h	16.7km/L	139
V40 Cross Country D2 1.6 (A) 5dr	\$175,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	not avail.	22.2km/L	108
V40 Cross Country T4 1.6 (A) 5dr	\$185,000	1596cc	4T/6DC	FF	180bhp/240Nm	8.5sec	215km/h	16.4km/L	143
V40 D2 1.6 (A) 5dr	\$160,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.1sec	190km/h	25.6km/L	102
V60 D2 1.6 (A) estate	POA	1560cc	4TD/6DC	FF	115bhp/270Nm	12.7sec	190km/h	22.2km/L	119
V60 T5 Drive-E 2.0 (A) estate	\$215,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.4sec	230km/h	16.4km/L	142
S80 D2 1.6 (A) 4dr	\$190,000	1560cc	4TD/6DC	FF	115bhp/270Nm	12.8sec	185km/h	22.2km/L	119
S80 T5 Drive-E 2.0 (A) 4dr	\$205,000	1969cc	4T/8AT	FF	245bhp/350Nm	6.5sec	230km/h	16.1km/L	144
XC60 T5 Drive-E 2.0 (A) SUV	\$230,000	1969cc	4T/8AT	FF	245bhp/350Nm	7.2sec	210km/h	14.9km/L	157
XC60 T5 R-Design 2.0 (A) SUV	\$245,000	1999cc	4T/6DC	FF	240bhp/320Nm	8.1sec	210km/h	11.8km/L	198
XC90 T6 2.0 (A) SUV	POA	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L	186
XC90 T6 Inscription 2.0 (A) SUV	POA	1969cc	4T/8AT	F4	320bhp/400Nm	6.5sec	230km/h	12.5km/L	186

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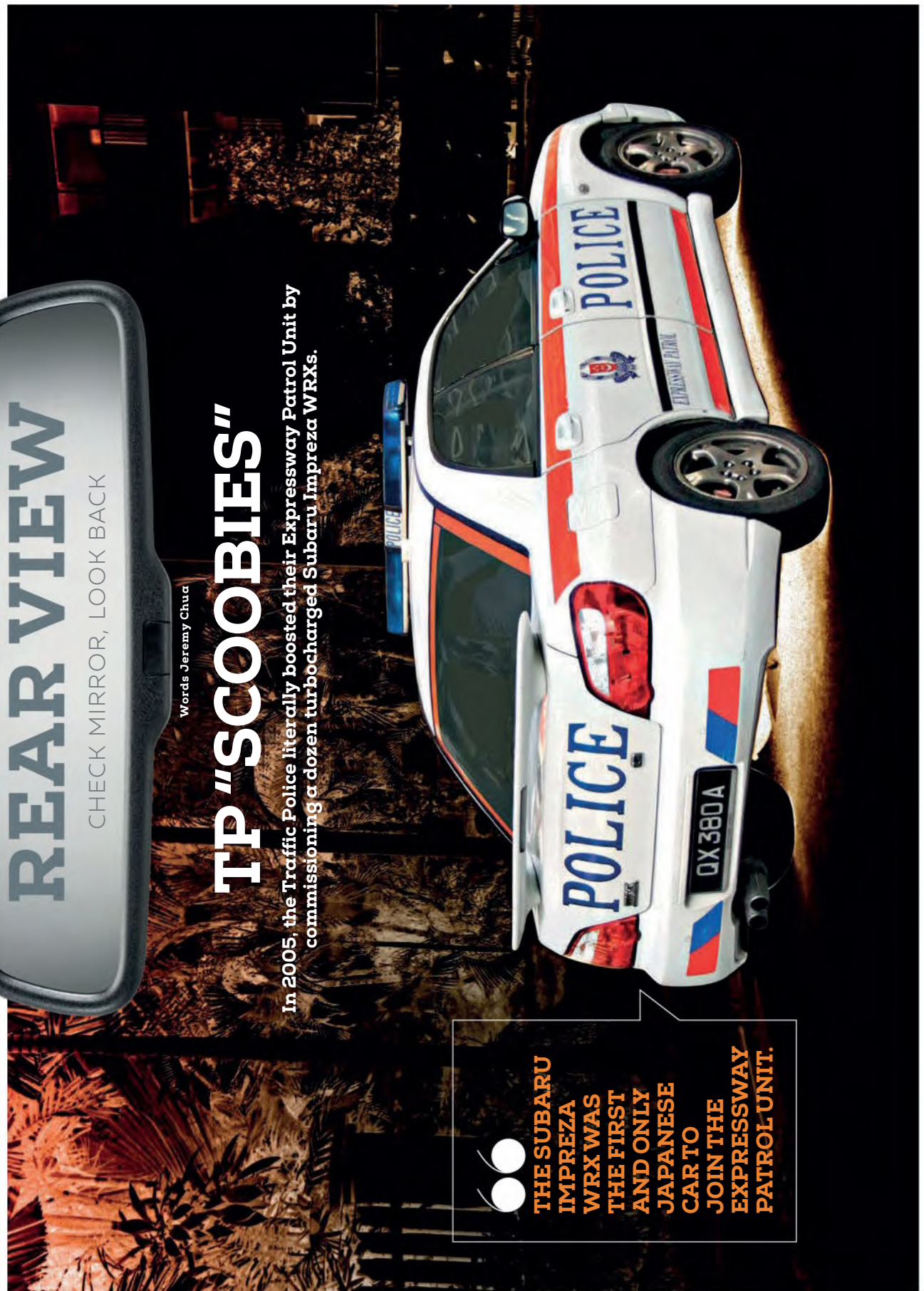
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